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YACHTING

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"He saw the man at the wheel whirl twice around."

The Star Gauge

A "Free Trader's" Tale of Hudson Strait

By J. T. ROWLAND

FROM King Cape to Killenek the straits were a smother of spume. Out of Fox Channel and Boothia Felix Land behind it came the rioting northwest wind, sweeping the warm haze of a short sub-Arctic summer out to sea. The trading schooner *Pole Star* tore eastward past Weggs Cape, her lee rail buried in froth and a broad wake stretching across the crested seas from her stern. On her quarterdeck, beside the man at the wheel, stood Captain Burt Douglas, master-mariner and trader. He was happy, and the occasional staves of song that boomed from his deep chest gave ample evidence of the fact to anyone that might hear.

Indeed there was reason. Not only had he succeeded in finding a hidden bay for his trading post in the midst of wonderful trapping country, but he had established his partner there and gotten out again before the winter winds could block the straits with ice. Fred Parsons was fixed with house, provisions, trading gear and traps. It was up to him now to make good and fill his storehouse with furs against the *Pole Star's* return a year hence.

Captain Burt turned to study the greasy, hard-edged masses of cloud rushing up out of the northwest. It would be blowing — really blowing — by night. But under jumbo and reefed foresail the handy little schooner had nothing to fear. Cape Chidley by dawn, and there she would turn the corner and make a lee under the bold coast of Labrador. She had run before worse.

The skipper went below. What with landing supplies and lumber and helping Fred to build the house, he had not had his clothes off for a week. So much had depended on getting out ahead of the ice. Well, he had done it, and despite his fatigue the *Pole Star's* master felt well pleased. He sat on the edge of his bunk, elbows on knees, and hummed a song — an old song of straining canvas and rushing seas —

> "Oh, the *Dreadnought* was sailin' off the Long Island shore
> And the seas from her scuppers in torrents did pour.
> She is bound for the North Land of ice and of snow —
> For the cold coast of Greenland —
> *Lord God, let her go!*"

Thin-skinned steamers may seek their southern routes: *those* were days when men did not fear a bit of ice — if it helped them clip a day or two off the run!

Captain Burt swung his feet up and stretched full length in his bunk. Came a knock at the door, and he saw Adam Ford, mate, balancing on the threshold.

"Well, mister, what is it?" he asked.

"Blink of hice to th' nor'ard, sir. Under Big Island, I supposes. But it's all clear ahead; sky's dark right down to the horizon."

"All right, mister, that's all concerns us. Hang on to your rags and we'll be round Chidley by dawn."

"Yes, sir. Glass has fell some, sir, and I was thinkin' maybe you might be aimin' to make a harbor. It wouldn't do, sir; we'd be holed in like a badger for the winter."

The mate spoke so earnestly that Captain Burt laughed.

"You needn't fear. I know enough to get out ahead of the ice."

"Yes, sir," said Adam Ford again, this time in a tone of deep relief, as he turned to go.

The skipper chuckled and his gaze wandered aimlessly across the small room. There it fell on something that brought him up with a start.

"Mister!" he hollered after the departing mate, while he rubbed his forehead where it had come in contact with an oak carlin in his haste of sitting up. "Mister, what's that leaning in the corner — that gun, I mean? Hand it here."

Mystified by the skipper's tone, Adam Ford picked up the rifle and passed it to him, butt first. As Captain Burt's eyes saw the marking on the butt he swore under his breath. "Mister," said he, "*we've got to go back*. This is Fred Parsons' pet rifle — and he went and left it on board."

It was some moments before Ford could bring himself to believe the old man spoke in earnest. "Back?" he gasped; "back to Sugluk Bay — agin this wind and sea?"

"Just that," said Captain Burt. "I *knew* things had broken too damn well!"

"But, skipper, we can't go back," cried the mate in dismay. "It's sheer madness, I'm tellin' you; and besides, Parsons has plenty of trade-guns in his store."

"*Trade*-guns, aye," answered Captain Burt with a wry grin; "but they're not rifles like this. Not guns to trust your life to through a winter."

He drew a chart from the drawer and spread it on the table. There was Cape Weggs, and there — a tiny pencil mark half an inch to the northeast — was the *Pole Star's* noon position. She had come a good 40 miles since then, which would make it more than 100 miles back to Sugluk Bay, a hundred miles dead to windward against a boisterous nor'wester that cut the tops off the racing seas. And by night, if he knew the meaning of those greasy looking clouds with hard edges, it would be just *beginning* to blow.

Still, there was Fred's rifle. Captain Burt drummed on the table with his pencil and braced his feet for the schooner's heave when she should round up to face the seas. But instead there came Adam Ford again, lurching into the doorway.

"The bo's'n says Parsons has a whole crate of rifles, sir, and the men say they won't turn back."

Douglas nodded. Without a word he picked up the weapon and went on deck. Tom Haley, the red-headed Newfoundlander who ranked as bo's'n, gave a look at the gun and another at the old man and retreated towards the rail. The crew of five, who had gathered in a little knot amidships, stood hesitant.

The skipper beckoned to them. "Come aft, boys, all of you. Nobody's going to harm you. Now, look at this rifle — take a *good* look while you're at it. See the telescope mounted on the barrel? And look at this here marking on the butt. That means she's a star gauge, a special rifle turned out by the army for experts. There's mighty few civilians can get hold of one and I know Parsons would just as soon lose his right hand as this gun."

It was a long speech for Captain Burt. He turned to the man at the wheel. "Luff," he commanded. To the others he said, "Flatten down everything." They obeyed.

Towards evening the *Pole Star* drew in on the land and gained a slight shelter behind the Maiden Paps. When the negro cook brought tea aft the vessel was fairly steady.

"We'll make along, Tom," said the skipper — Adam Ford had relieved for supper and the bo's'n had come below. "We'll make along nicely. It won't be real bad till we pass old Weggs."

"Aye, but she'll catch it then, sir. There's hice comin' out o' Fox Channel, too; you can see th' blink of it plain in the sky." He fingered his fork and frowned at the table top. "We were uncommon lucky, sir, to have got clear 'thout bein' caught up."

"Maybe," said the old man. "Maybe — but if need be we can do it again. Look here, Tom, you wouldn't leave a man to winter in this hole of Hell without his rifle!"

They ate in silence after that.

Up to midnght, on the whole, it was not so bad. To be sure, the wind cut like a knife and the spray, as it dashed over the *Pole Star's* low bulwarks, stung the lookout's face. He dared not skulk or even look away because there were always bergs and lesser chunks of ice — "calves," as they are called — to be dodged in a small, light vessel if one would not come to a swift and untimely end. But still, considering the place and the lateness of the season it was not so bad. Any day now the solid floe ice might come down from the northwest and then Hudson's Strait would be jammed solid to the Baffin Land shore and nothing without steam could hope to move. That was what Adam feared, and the same fear by morning had fastened on all the crew.

From midnight to dawn Captain Burt held the deck. He drove the quivering *Pole Star* out past Cape Weggs, out into the full sweep of a shouting nor'west gale, into a tumbling maelstrom of a sea with tide-rips where the waves leaped straight up to the mast-heads and fell back with a thunderous roar across the vessel's slanting deck. And yet she went. The *Pole Star* was fisherman-built; she had a clean pair of heels and plenty of sail to drive her.

"You can see the mainmast buckle when she dives!" yelled Adam racing aft through the bitter cold flood.

"Can you, now, mister?" said Captain Burt. "Well, well! 'The more it bends the less it breaks,' as the old woman said of her broom."

When, about noon, it began to grow less wild and the sky in the northwest took on an eerie, whitish look, Adam Ford quit worrying over the vessel's spars and began to talk of floes. And being an old whaleman he knew whereof he spoke. Tom Haley said nothing, but his face took on a somber look, and the crew huddled forward and muttered among themselves. Of all this Captain Burt seemed oblivious — as though he had but one thought in his head, to restore the precious "star gauge" to its owner.

"Riskin' all hands for a gun nobody needs, that's what he's doin'," growled Big Bill between draughts of steaming tea that his watchmate Steve had brought down forward for their dinner. The vessel gave a wild plunge and spilled half the tea. Steve swore fluently as he caught the pot in midair.

"That's right — go and scald yourself!" growled Bill. "I'd pitch the bloody rifle overside if I was mate; that's what I'd do."

Steve made no answer. He was a tall, dark-complexioned man with level black eyebrows.

The scuttle flew back and a figure shot feet first down the ladder. He landed with a thud and stood blinking, wiping sea water from his eyes; it was the bo's'n.

"Ice to wind'ard, boys. She's solid across."

There was a silence; then "I'm ready to quit on him," said Steve.

Tom Haley nodded. "It's fair murder — Adam says so. And the sea all open to the east'ard too," he added in a whine.

"Me too," said Big Bill. "I'll stand with the rest. He don't dare shoot."

"'Course he don't! Turn out then; he's called all hands. But when he sings out you lads stand fast. Don't lay hand to rope."

The men nodded and stood up buttoning the oilskin coats to their chins. They looked solemn, for mutiny — even justifiable mutiny — was not a thing to be lightly undertaken with such a skipper as Captain Douglas — and they knew it. Emerging one by one from the dingy forecastle they stood as men gone blind. The sun had come out bright and to the west lay a dazzling expanse of closely packed floes, snow covered and glittering, extending as far as one could see.

The old man himself had the wheel, his eyes narrowed and an expression of tense enjoyment on his lean face. "Stand by head-sheets, two of you," he sang out; "the rest lay aft onto the main." Then in a tone of confidence he explained: "There's a lead of open water through the ice. We're going to follow it, so mind you look sharp."

Now, working a sailing vessel through a lead needs smart work: to jibe a racing yacht on the mark is tame compared with it. Little indeed the *Pole Star's* crew knew of yacht racing, but every one of them had gone north in schooners in the spring when the fishing skippers race for prime berths along the Labrador. They knew all too well the scream of blocks as a sheet-rope is loosed on the run, and the back breaking toil of hauling in those endless fathoms when the vessel is luffed ten seconds later. But that ice along the Labrador was loose, mushy stuff compared with this — this rafted Arctic pack out of Fox Channel that overtopped the vessel's rail, to strike which meant splintered planking and stove-in frames.

"Us can't never do it, zur!" cried Big Bill, lapsing into the outlandish vernacular of his Bay.

"That us can, bye!" retorted the skipper with a grin. "Stand by, now; here she goes!" And before the startled men could even protest the ice received their ship. Ahead a black ribbon of water stretched away, twisting into its midst.

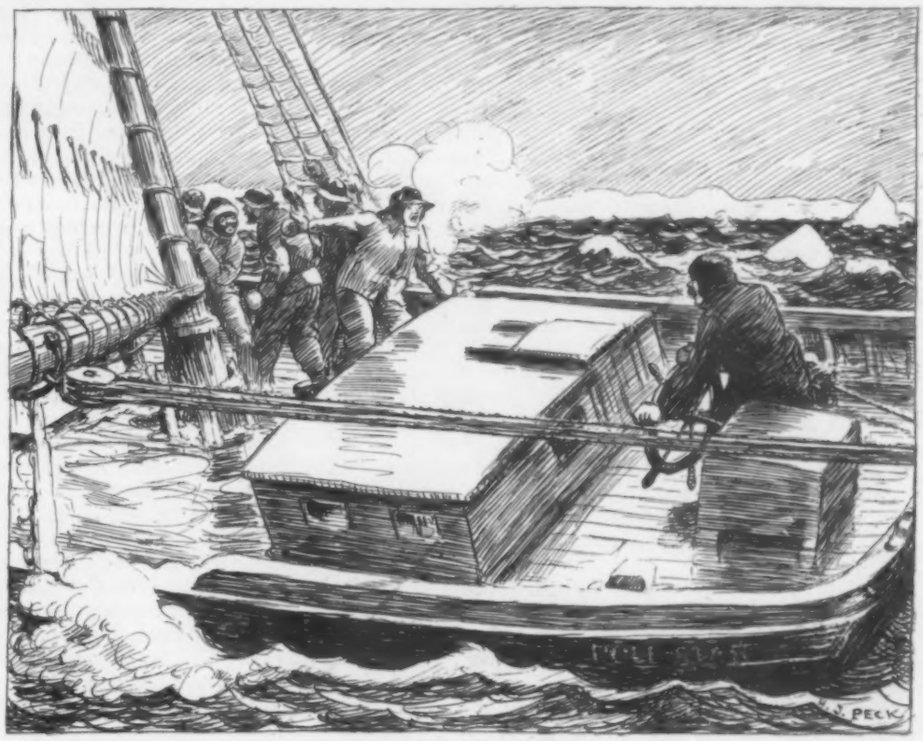
Adam Ford faced aft and waved his long arms. "Are ye daft clean?" he screamed.

"No; but *you* are, if you don't bear a hand," snapped Captain Burt. Tom Haley cursed under his breath, but next moment he was urging the men to their work. "Wait till she's stopped," he growled. "*Then* we'll have it out."

A brisk wind still blew but it had canted into the north and gave the old man a fair breeze. He fondled the worn spokes and nursed the little *Pole Star* along her narrow way. Soon the channel bent sharply to the left. She rushed past a pinnacled point and a sheer wall of ice faced her, not ten fathoms off.

"Ease your main-sheet — let it run!" the skipper shouted, rolling the wheel hard down.

The men fumbled with the stiff rope. He scattered them like chaff and threw the sheet off its bitts. It ran out with a whirr of sheaves and fetched up on the knot in its end. Then he steadied the vessel on a new course. "Now haul it in," he commanded, in a voice above the thunder of thrashing canvas. "Bend your backs, lads; there's a new turn close ahead."



"Us can't never do it, zur."

Grunting, with gritted teeth and sweating brows, they obeyed; and even Adam Ford, for his life's sake, lent a hand.

At times the lead seemed on the point of pinching out: there were places where it was hard to know ahead whether the *Pole Star* could slip through. Elsewhere it widened into the semblance of a lake. To Captain Burt, however, these changes seemed to make no difference: he took risks that brought the men's hearts up into their throats and always in some way or other the vessel passed unscathed.

But at last a time came when the way was blocked: two floes had met across it with such force that their edges tilted aloft like the wings of an old stone bridge. Beyond that, at no great distance, black open water showed over the top of the ice. It was exasperating but of no use. The *Pole Star* nestled gently against the bank and was made fast as though in a canal.

"She'll lie here right enough," said Captain Burt, "and when the ice eases we'll go through."

Adam returned from planting an anchor on the floe. "In Christ's name, sir," he pleaded, "turn back now! Get out of this while you can."

"But the rifle?" said Captain Burt. "No, mister; we'll go on through."

For all his seeming confidence the old man kept the deck through most of that night. An hour before dawn the wind having let go and the ice showing no sign of movement, he went to his cabin to lie down. He dozed fitfully for a time and then, as all continued quiet, dropped into a deeper slumber.

From this he was suddenly roused by the sound of footsteps and snatches of excited talk on deck above his head. It was broad daylight and for a few moments after he came on deck he had to shut his eyes against the intense glare. Then, still squinting, he saw, less than a cable-length astern, a large steam bark nosing in to the ice-edge. Smoke poured from her stack and it was plain that she had just arrived.

Captain Burt needed no second look to know her for the ship of the "Old Company," as it is called upon the Coast — sworn enemy to all free traders and trappers like himself.

Adam Ford was on the ice, and two others with him, watching her come in. Soon Captain Burt caught the sound of their voices hailing the people on the ship, but the distance was too great to make out what they said. When they returned Adam was grinning from ear to ear.

"Good news, skipper!" he sang out as he sprang down on deck; "Captain Bradford will take that damn gun off our hands and deliver it to Parsons for us."

"Will he, now? Not if *I* know it, my son."

Ford's eyes opened wide in surprise. "Why not, indeed? Sure, it seems to me we'd be well shut of the nuisance."

"Aye, and us might go east then," put in Tom Haley, his little pale blue eyes fastening wickedly upon the skipper.

"Go east!" roared Captain Burt, "that's all you think of, you white-livered scum. Do you reckon I want Bradford snooping round my post?"

"He'll go there anyhow," snapped the mate. "We told him where it was to."

Douglas winced like a man struck, and the veins of his forehead stood out like welts on a horse while he clenched his teeth in a rage. His great fists opened and shut and he looked from one of the traitors to the other, but with the big ship so near and her master just itching for an excuse to clap him into irons (for the Old Company's skipper was a magistrate and Crown officer for all this region) he durst not move. This Adam well knew; he grinned, though at the same time turning a little pale under the dirt.

At length the skipper mastered his rage. "You've chosen a poor means," he said coolly, "for now I must surely go back to the post. The bark will break a way through this mush — and we'll follow."

It was a strange meeting: the big ship steamed slowly past so close that her side nearly rubbed the schooner's strakes. From his high poop Captain Bradford looked down contemptuously upon the little vessel's deck, but not a word of greeting was exchanged between the two. Presently a bell jangled in the bark's hold and she moved ahead with laboring screw to assault the ice bridge.

So long as she was near Douglas made no move, but when she had gained open water and her black hull was dwindling in the west he roused out his crew. The way now was clear, though littered with chunks of loose ice that the bark had left in her wake.

"Lead a warp out on the ice, lads, and track the vessel through."

Not a man budged; it was clear to all that the time for a show-down had come. Now, the galley on the *Pole Star* was aft and the only access to it was through the cabin. Breakfast was cooking and the scent of coffee and fried pork floated appetizingly aloft. Captain Burt slammed the scuttle of the companionway shut and sprung the heavy padlock through its hasp. "Not a mouthful of food goes down your throats until my orders have been carried out."

Because they knew he was a man of his word, they gave in and went ashore on the ice. With all eight of them, including the lanky black cook, pulling on a long line, the *Pole Star* was dragged through the gap.

A fresh breeze had sprung up from the south and the sky, so clear at dawn, was fast becoming hazy. With her big spread of canvas the *Pole Star* made handsome progress. But all the while the sky thickened. The red sun faded to a sickly disc and soon vanished. A scattering of flakes sifted down to powder the deck. The flurry past, it seemed about to clear, then suddenly changed its mind and began to snow in earnest.

As the wind freshened the snow instead of sinking down seemed to drive straight out across the face of the sea, filling the air with an opaque whiteness that blotted out all vision. Captain Burt had seen the gleam of ice ahead before it shut in thick; he hauled on his wind to work up under the Ungava shore. But even there one might meet stray pans and even an occasional small floe: whether or not the *Pole Star* struck one of these was chiefly a matter of luck.

The men gave him black looks, to which he paid no heed, and twice Adam Ford came and begged him to heave-to, which request he curtly dismissed. But after a time he found it needful to go below. Scarcely was he gone when a rush of feet overhead warned him that something was up. Snatching a shotgun from the rack he sprang up the companionway and surprised Adam in the act of throwing the throat halliard off its pin. The mate's back was turned and he was stooping over. . . . Douglas lost no time: he threw the gun butt to his shoulder and delivered the charge of bird shot where it would have greatest effect, and though the mate's sealskin clothes saved him from serious harm the capers that he cut brought a laugh from even the mutinous crew.

But there was no humor in Captain Burt's eye as he squinted along the barrel of his repeater. "The next man that doesn't obey my orders gets shot where it will do more than sting."

Thenceforth the old man knew he must play a lone hand. All that day he kept the deck, and before the early darkness shut in he ducked below for a minute to study his chart. By his best reckoning only 30 miles remained between the *Pole Star* and Sugluk Bay. He had intended heaving-to and waiting for daylight, but that was while he still trusted the mate. A man could not keep awake and stay on duty forever! They had been fairly asking for trouble — well, let them have it! He would keep her going and take a chance on the ice.

Captain Burt put on his great coat and mittens and the sealer's cap with flaps that turned down to protect face and ears, fortified himself with strong tea and went back on deck. Already dusk was shading into night and the little schooner, under full sail, drove with reckless haste across a hidden sea.

"Double the lookouts, and send an extra hand aft to stand by the wheel," he bellowed in a new voice. Its good humor was gone and instead there was a cut to it that made men jump.

Soon night came on, and as the wind increased so did the *Pole Star's* speed, while the snow came down thicker than before.

"Ten chances to one there's no ice," Captain Burt muttered to himself, "and yet — " Aloud he added, "Keep a bright lookout, for'ard there."

"Aye-e-e, sir!" came the quavering response. It is human nature to look for what lies ahead no matter how

(*Continued on page 72*)

The R Class on Lake Michigan

By SAMUEL DAUCHY

WHEN it comes to length of racing season and full schedule, the Lake Michigan Yachting Association may fairly claim a high place among organized racing associations. Its season began this year on Decoration Day and ended Saturday, October 17th.

The present year was particularly noteworthy because of the fiftieth anniversary of the Chicago Yacht Club, which celebrated this event by giving a race week beginning August 15th and ending with the L. M. Y. A. Regatta on the following Saturday.

Practically all "R" boat racing was confined to the vicinity of Chicago, the Harbor Point fleet being reduced in numbers and quite inactive. This class was represented in almost every race during the twenty weeks, the only exceptions being the Mackinac Race and the Special Series given for the "Q" class boats. Its fleet is a mixed one so far as age is concerned, running from *Gossoon*, ex-*Sumaki*, built in 1910, to *Nancy*, a product of the current year. Most of the honors fell to *Nancy*, *Tomboy*, ex-*Opeeche* and *Mitzi*, ex-*Katia* — *Nancy* being a Mower design and the other two boats coming from John Alden's office. *Nancy* is a boat of conservative design with a long water line and large displacement. She has good freeboard and moderate beam. She is at her best in moderate to fresh breezes. She did not reach Lake Michigan until June 15th and her first race was the 34th Annual Michigan City Race of the Columbia Yacht Club. This particular race was a fiasco so far as the "R" boats were concerned. Four of the six boats were becalmed a mile from the starting line and accepted tows to the line, but failed to cast off in the five minutes allowed them. *Sari* was given this race, being one of the two boats to escape disqualification.

***Nancy*, a new Class R boat on Lake Michigan, where she had a very successful season. She was designed by C. D. Mower for Samuel Dauchy.**

The other cruising races were the White Lake Race, in which *Sari* was the only contesting "R" boat, and the Triangular Race to St. Joseph, Michigan City, and back to Chicago, a total distance of 130 miles. *Tomboy*, *Mitzi* and *Sari* represented the "R" boats in this race, *Tomboy* and *Mitzi* placing first and second in the corrected time in the Universal Class. Fine weather, a moonlight sail on a close reach across Lake Michigan, made the first leg a capital one, although calm and light airs prevailed on the second day's run to Michigan City. On the last leg to Chicago *Mitzi*, owned by Dr. Hollis Potter, gave *Tomboy* a royal battle and lost the 40-mile run by less than half a minute.

On the club courses off Belmont Harbor and the city proper were run off the remaining races. The Lipton Cup Races, the Columbia-Hamilton Club Regatta on August 29th, the Nutting Cup Races on September 12th, the Leif Erickson Regatta on September 21st and the Autumn Regatta on September 26th made up the principal events with the exception of the races of Jubilee Week and the two Club Championship Series.

Nancy won the Columbia-Hamilton Club Regatta, the Nutting Cup, the Leif Erickson Regatta and the two Championship Series. She got second place in the Lipton Series.

Tomboy pressed *Nancy* close throughout the season, winning the Lipton Cup, the most important single trophy of the year, the L. M. Y. A. Regatta and the Fall Regatta. She did particularly well in the Chicago Yacht Club Race Week. She was exceptionally well handled by Keith Previer with her owner, Wm. S. Faurot, on the main sheet. She was always close to the gun at the start and was never beaten until the end of the race. *Mitzi* was also at the line throughout the season. She is excellent in light airs with the wind astern, but somewhat tender in fresh breezes.

These three boats were usually in the first division and made up a group distinct from the remainder of the "R" fleet. Improvement in handling marked the advancing season and close starting marked the races throughout the year. This was due to a realization that the speed of the boats was so nearly equal that seconds lost at the line meant lost races in many cases. Many finishes were close enough to be heartbreaking to the contestants and interest was high throughout the year. Protests were remarkably few as not many chances were taken when any doubt existed.

Below is given a summary of the two championship series. It shows how closely the first three boats sailed, especially in the first series.

FIRST SERIES

	Per Cent
Nancy	.870
Tomboy	.820
Mitzi	.820
Colleen	.590
Yank	.480
Sari	.405
Gossoon	.285

SECOND SERIES

	Per Cent
Nancy	.900
Tomboy	.710
Mitzi	.620
Gossoon	.440
Sari	.430
Alpha	.340
Yank	Did not qualify
Colleen	" " "

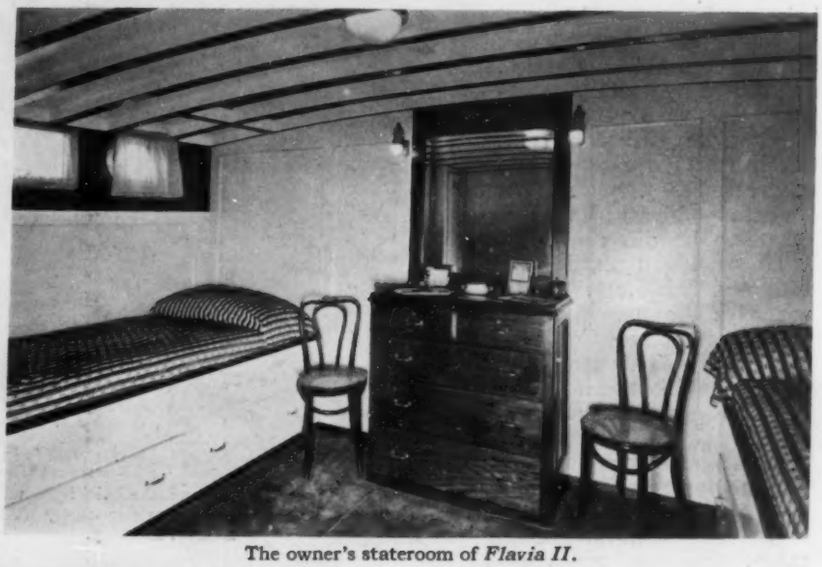
The Development of Power Cruisers as Seen in the New Boats This Year

Flavia II, **a new 72-foot power cruiser turned out this year by the New York Yacht, Launch & Engine Co. for Mr. Joseph F. Joseph, of Stonington, Conn.**

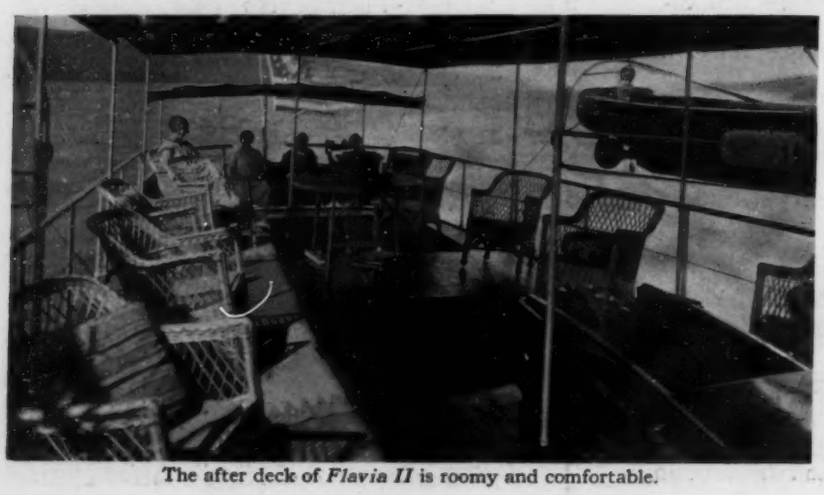
Flavia II—a New 72-Footer

A NEW power cruiser which made her appearance on the New England coast and Long Island Sound last summer is the *Flavia II*, designed and built for Mr. Joseph F. Joseph, of Stonington, Conn., by the New York Yacht, Launch and Engine Co., of Morris Heights. She is quite an unusual craft in many ways and was designed for coastwise cruising with a view to comfort and livable accommodations.

The layout is exceptional for a boat of her length. The owner's accommodations consist of two double and two single staterooms, two bathrooms and a large deck house dining saloon. The deck is the full width of the boat, as shown in the photographs; the crew's quarters forward have accommodations for four men. The engine room is very well equipped, having a Universal electric generating plant, Westinghouse batteries and American Foundry and Machine Company direct-connected bilge pump.



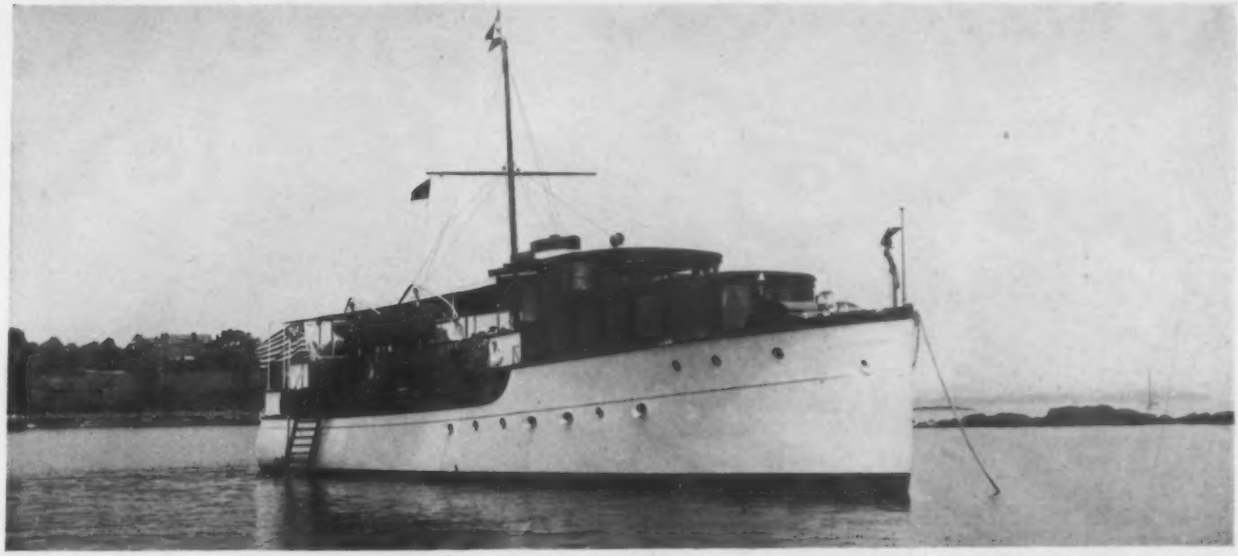
The owner's stateroom of *Flavia II*.



The after deck of *Flavia II* is roomy and comfortable.

Flavia II is of heavy construction and is equipped with one six-cylinder 75–100 h.p. 20th Century Heavy Duty Marine Motor, which drives her at 12 miles an hour.

In profile the yacht is quite a departure from prevailing practice. The navigating bridge, while high enough to give an unobstructed view, is not so high as to spoil the proportions in any way.



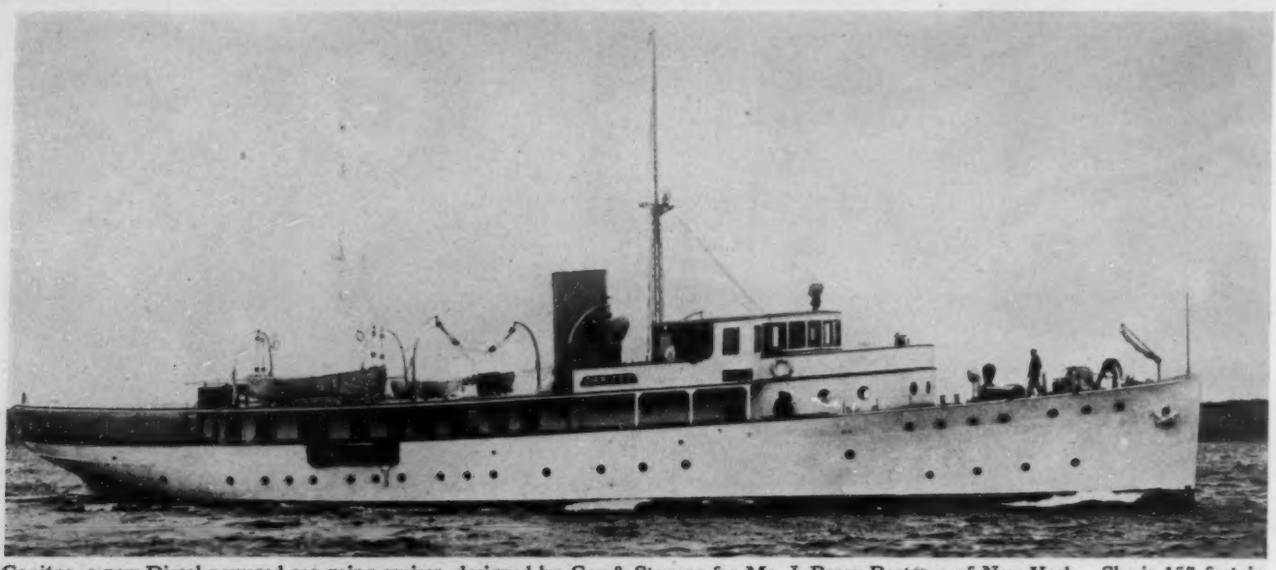
Idler, a new fast power cruiser, owned by George M. Brown, of Greenwich, Conn. She is 92-feet long and is driven by two 6-cylinder Speedways.

The yacht has a speed of about 18 miles per hour.

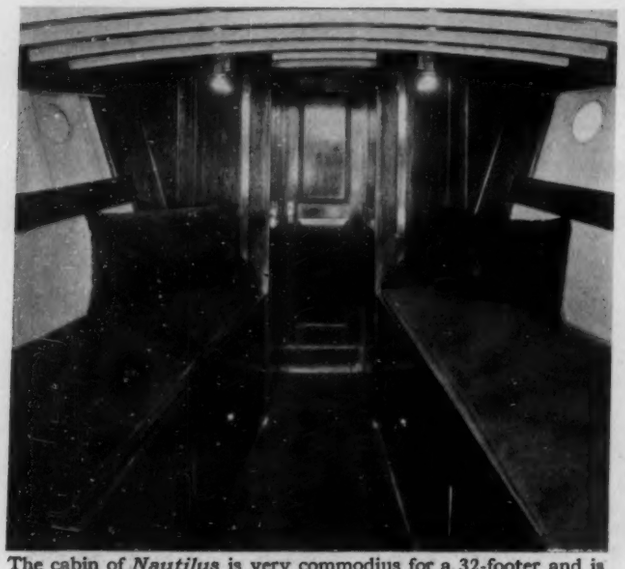
Right. The dining room of *Idler*, in the forward deckhouse, is of generous proportions and handsomely furnished.

Below, left. The lounge, at the foot of the companion stairs.

Below, right. The double stateroom of *Idler* is unusually roomy and comfortable, and well appointed for a long cruise.

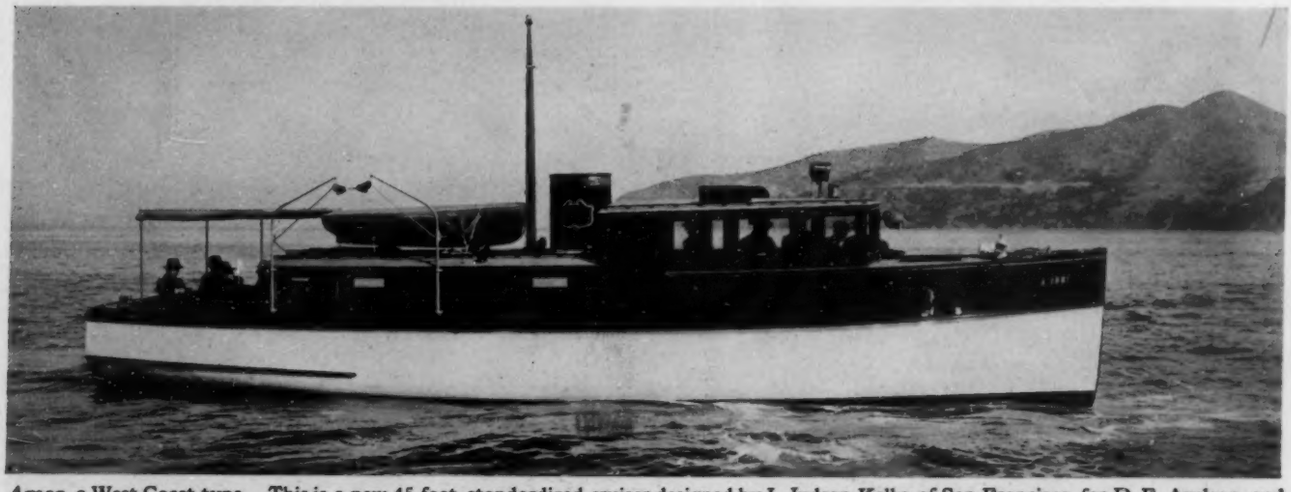


Caritas, a new Diesel-powered sea-going cruiser, designed by Cox & Stevens for Mr. J. Percy Bartram of New York. She is 157 feet in length.



The cabin of *Nautilus* is very commodius for a 32-footer and is finished in panelled mahogany.

Nautilus is a fine example of a big little boat. Designed and built by the Dawn Boat and Shipbuilding Corp.



Amco, a West Coast type. This is a new 45-foot standardized cruiser designed by I. Judson Kelly, of San Francisco, for D. F. Axelson, and built by Stephens Bros. She is unusually roomy and her power is a 6-cylinder Hall-Scott motor, geared down.

Ramna, a New Diesel-Engined Power Cruiser

Ramna, an able 90-foot Diesel-engined cruiser owned by Walter B. Lasher.

ONE of the most attractive power cruisers that has been turned out this year is the *Ramna*, a 90-foot Diesel-engined craft, for Walter B. Lasher, of Bridgeport, Conn. She was designed and built by the Luders Marine Construction Co., and while she has many characteristic features of Luders' boats, she also has many novel ones not heretofore seen.

Ramna was built for coastwise and southern cruising and is a very husky craft, 91 feet, 7 inches long over all, 90 feet on the water, with generous beam of 18 feet and 5 feet, 6 inches draft. For power, she has two six-cylinder Winton Diesel engines, installed amidships between watertight bulkheads.

The dining saloon is in a sunken deckhouse forward, the interior wood work being carved oak, and the fittings and furnishings being very attractive. Abaft this house is a large protected bridge deck from which the ship is operated, while further aft is a deckhouse, on top of the trunk cabin, in which is a very attractive living room. Below deck there are four staterooms, two of them being double, and two large bathrooms. There is plenty of deck room aft, an arrangement of the doors at the after end of the deckhouse allowing it to be thrown open at this end, thus entirely protecting the after deck.

The boat is now on her way South, where she will be seen this winter.

The dining room of *Ramna* is most attractive, with carved paneling and artistic lighting fixtures.

Left. The after deckhouse of *Ramna*, with stairway leading to the quarters below.

Cruiser racing is rapidly coming back into popularity. A change in the measurement rule by the A. P. B. A. for next year should make handicapping of boats of this class more equitable than it has been.

Annual Meeting of the American Power Boat Association

Donation of Several New Trophies, That Will Play an Important Part in the Sport, Announced

JUST how important a part the American Power Boat Association plays in the regulating and guiding of the sport of power boat racing in the United States was demonstrated at the annual meeting of that body, held in New York on October 29th, when a large group of delegates representing 107 yacht clubs with an approximate membership of over 60,000, met to discuss changes in rules and to make plans for the future. It was not only a large meeting, but an enthusiastic one.

The season just passed was one of the most active and successful, from a racing point of view, in many years, and prospects are bright for the season ahead. The racing of high speed boats, we are glad to record, is becoming rapidly more popular from a purely sporting standpoint, with a diminishing tendency to commercialize it. The year saw a marked revival of interest in cruiser racing, which has been at a low ebb for some time, and some changes in the rules for cruisers, which should produce better boats and a more equitable basis for handicapping, will undoubtedly see this wholesome end of the sport grow in popularity. During 1925 the Association sanctioned a greater number of races than ever before, and during the year 15 new clubs were admitted to membership.

Changes in Rules

Several changes in the racing rules for 1926 were made after a full discussion, and all of the recommendations of the Racing Commission were adopted. One of these tended to shorten the time of a speed boat race by flagging the boats at the end of the completion of the lap they are on *after* the winning boat has finished, giving them credit for their position in the race at that time. This will obviate the tedious delay in waiting for the slower boats to finish after the race has been won — and lost.

In the cruiser class an important change in the rating formula does away with the measurement of the transverse section at only one point, 55 per cent of the distance from the stern as at present, and measures the section not only at this point but also midway between this point and the ends. The combined areas of these sections multiplied by .43 will be now used in the formula. This should make for a better formed underbody. The minimum beam restriction has also been increased to 1/7 of the w.l. length plus 2.5 feet, instead of 1/9 of the w.l. plus 3 feet as at present. As to the power formula for cruisers, the Racing Commission is at work on a new rule which will take into account the h.p. of the motor. According to this new rule a h.p. rating will be assigned by the Commission to each make and size of motor as indicated by horse power and revolution curves furnished by the manufacturer, but fixing for each size what the Commission considers the maximum efficient power developed by that particular motor when installed in a cruiser. If a reduction gear is used, 20 per cent will be added to the h.p. rating.

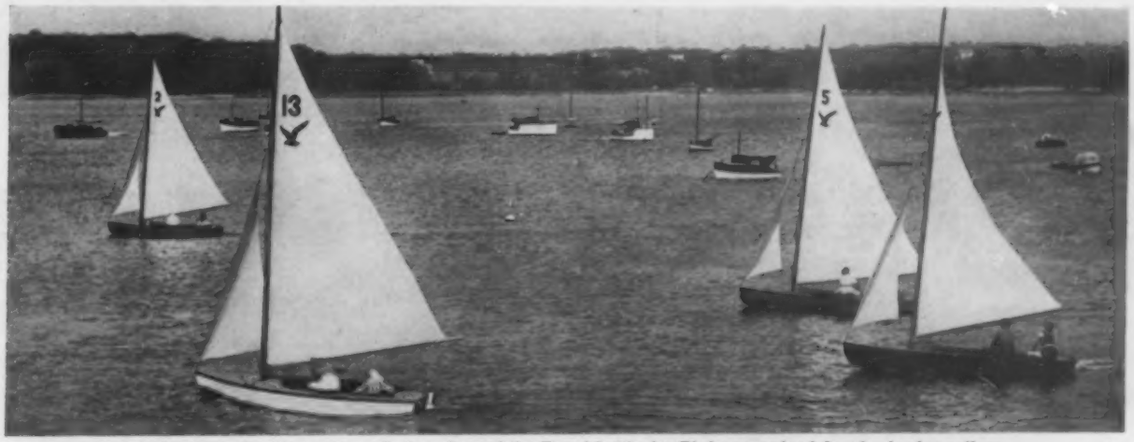
In the speed cruiser and express cruiser classes a change was made looking to increase the ratings of these types. No changes were made in the conditions of the Gold Cup Race, except that the winning club must announce the place of the next race, and the date, within thirty days of winning the cup. The present rules for the cup will stand until November 1, 1928.

Dates for Next Year's Gold Cup Race

The dates for next year's Gold Cup Race were set by the Columbia Yacht Club, holders of the trophy, for August 21st and 22nd, in New York waters. Already a challenge has been sent in for 1926 for this trophy by the Detroit Yacht Club, the first to be received. The challenger is Christopher C. Smith, of Algonac. The boat has not yet been named, but as ten of the last twelve races for the trophy were won by boats built by "Chris" Smith and his sons, a worthy representative of the Detroit Yacht Club is assured.

In order to stimulate interest in certain phases of the sport, several new trophies were offered to the Association. The Detroit Yacht Club has given one for the Development Class, recognized by the Association, the boats to be not under 25 feet in length, and not over 625 cubic inch piston displacement, as in the Gold Cup Class, but with hydroplanes, or any other form of hull, permitted.

Commodore Frederick R. Still presided at the meeting, and the following officers were elected for the coming year: President, Frederick R. Still; Secretary, W. D. Edenburn, of Detroit; Treasurer, Ira Hand, of New York; Timer, A. J. Utz; Measurer, E. V. Rippingville, of Detroit; and Surveyor, F. W. Horenberger.



A ladies' race in the new one-design class of the Bayside Yacht Club, organized for the junior sailors.

The Staysail Rig of *Advance*

The following letter about the experimental staysail rig on the schooner *Advance*, from the yacht's owner, John S. Lawrence, will prove of interest to yachtsmen generally:

Editor, YACHTING:

"I have noted with interest your article in October YACHTING on the New York Yacht Club Cruise, and particularly your remarks about my schooner *Advance*.

"The yacht was so late in arriving that I had determined not to race her this season, realizing it would be impossible to do her or her designers justice; but the temptation to start her in the Annual Regatta of the Eastern Yacht Club, of which I am Vice-Commodore, was too great, so that one week after her 44-day crossing of the Atlantic, her sails never even bent before, nor her deck scrubbed since leaving Norway, and without winches or jigs, we entered and finished first, being defeated on time allowance by *Queen Mab*.

The Charles River Basin Class of 12½ foot knockabouts.

"This determined us to race on the Eastern Yacht Club cruise the following week, and the New York Yacht Club cruise a few weeks later.

"During the Eastern Cruise certain experimental sails for on and off wind were shown to be ineffective, and the new *Advance* staysail was developed as a rush job for forward of the beam work, and set for the first time on the opening run of the New York Yacht Club cruise. No attempt was made to design light sails, nor to handle them, as there was insufficient time to condition the boat for use or develop sails of unusual types or the necessary apparatus for safely handling them. Consequently I hope her designers will not be held responsible for her relatively poor showing off the wind, which was probably greatly due to the absence of light sails.

"Your October article mentioned that *Advance* would probably have done better had she set her spinnaker in the Astor Cup Race. As a matter of fact she was the first schooner to set a spinnaker and carried it longer than any of the others, only lowering it when she jibed for the mark. Whether this experimental rig will be a success from the standpoint of speed or ease of handling I do not feel has yet been demonstrated.

"JOHN S. LAWRENCE."

Boston Yachtsmen Prolong Yachting Season

TAKING a leaf out of the Englishman's notebook, Boston yachtsmen have inaugurated, probably for the first time in this country, small boat sailing in the autumn and spring on the nearby waters of Charles River Basin. It is expected that the fleet of seven keel 12½ foot knockabouts will be kept in commission during the summer and will be available for late afternoon racing on week days, and perhaps during lunch hour, for the Union Boat Club, off which they were moored this fall, is only five minutes from State Street, the business center of the city.

The plan for a Back Bay sailing fleet was carried through by F. Rollins Maxwell, Jr., with the result that seven knockabouts were built, 15 feet overall, 12½ feet on the waterline, 5½ feet beam and 2 feet 9 in. draft with 400 pounds of outside lead ballast and 125 square feet of sail.

The rig of *Advance* as used on the New York Yacht Club Cruise.

Manhasset Bay caught the full force of the 84-mile N. W. gale of October 10th, and the beach was strewn with boats that had dragged their moorings. Moral: be sure to have adequate mooring equipment, and inspect it occasionally.

The names of the boats with their owners are as follows: *Malalo*, Lothrop Withington; *Chinook*, Francis H. Cummings; *Nor'easter, Jr.*, Grafton Smith; *Anamaxis*, Dr. Edward S. Wyman; *Rebel*, F. R. Maxwell, Jr.; *Mikki*, Dr. H. B. Loder; *Leontine*, J. C. Smith.

This fleet raced on the Basin Saturdays and Sundays up to Thanksgiving, and will be in commission again in March, the boats being stored in the Union Boat House and easily trundled into the water in a few minutes.

Thousands of people watched the racing from the Esplanade and many yachtsmen enjoyed reviving summer days, for the owners were most generous in allowing frequent use of the boats. Of course Boston is unusually fortunate in having such an expanse of water at its back door, for the boats were able to sail a 2½ mile triangle without difficulty, and have a chance to run under spinnakers for ten or fifteen minutes.

Early in November efforts were being made to stage a Harvard and Yale yacht race as a side show to the annual football game in the Stadium, three miles up the River. In the spring there will probably be another such affair between the two universities about the time of the annual baseball game, while it is hoped to arrange an interscholastic yacht championship for boys in preparatory schools in eastern New England.

A heavy enough mooring might have prevented this.

Boats lining the bulkhead after the blow had carried 54 ashore.

With such a fleet it will be seen that Boston has stretched the yachting season four, and perhaps five, months and in addition has opened up an entirely new phase of the sport, for the logical outcome of racing boats on the Charles River Basin is the use of this sheet of water for experimental purposes. In fact, a committee was formed this fall to promote a small open class, the only restriction being 125 square feet of sail area.

Yachtsmen visiting Boston are invited to visit the Basin and inspect the fleet, with a chance of trying out the boats.

That October Storm

The northwest storm which swept the Atlantic Coast on October 10th wrought havoc amongst yachts and other craft in various localities. The photographs on this page show a few of the fifty-four yachts which were swept from their moorings in Manhasset Bay, where small craft of every description made a junk heap of the shore line for several miles.

The Last Voyage of the *Northern Light*

Part II

Of the Passage from Japan to New York, and What Befell Thereon

By Victor Slocum

WHILE the *Northern Light* had been doing the good work of rescuing and sending home the Gilbert Island missionaries, the old mutinous spirit, hatched in New London, was still smouldering under hatches. It must not be supposed that the *Northern Light* was a "Hell Ship" in any sense, for the grub was good and there was no ill treatment on board; but a small ring persistently nursed the original grievance which started at the beginning of the voyage. That is why I said it would have been wiser to have beached the whole crew, according to their demand at New London, and started clean.

On long voyages the organization upon which the safety of a ship depended was a much more serious problem in sail than that which now obtains with the cargo steamer. At the time of which I write a passage at sea often lasted from four to six months without coming in contact with the land. On my first passage in the *Northern Light*, when the picture was painted which headed this article, the time from Manila to Liverpool was 160 days. This was a very long passage, and because of it the ship's bottom became very foul in the Java Sea, and didn't lose anything while crossing the Indian Ocean. After the usual call at Anjer Point, the only land we got a glimpse of was Table Mountain, St Helena, and Cape Clear. A modern cargo steamer would, under good conditions, have done the same trick in about 40 days.

At the conclusion of open hostilities in New London there had been a sheath knife muster, and every man had his knife returned to him with the point struck off, on the spot. The point of a sheath knife added nothing to its proper use, and the best intentioned saw no injustice in an order which placed every man on an equal footing as far as suspicion went. After that, a pointed knife was regarded as a declaration of war on the government of the ship.

A sailor's sheath knife, on a sailing ship, was part of his proper rig. He carried it in his belt just back of the right hip. It was needed constantly on deck and aloft, from splicing a line to cutting a buntline stop. Expertly used it was also an important item of his mess kit, and he considered himself generally helpless without it. There is a classic proverb of the sea about a sailor without a knife, in which he is compared with something which Jack understood to be equally incongruous, but which is just as impossible to print. In a moment of anger his knife became his weapon, and an ugly one it could be.

Shortly after we picked up the boat with the missionaries in it, the man at the wheel, one morning, quietly passed the word that there was trouble again forward. Zelanski, a morose and apparently inoffensive young Russian, was careless enough to grind a villianous looking knife, and at mess to brag that it would "be in the captain's heart before they made Yokohama." His bunk was searched and a bowie knife, as described, was found under his mattress. He admitted that it was his. In the muster at the mast it became evident that he had murderous intentions, and that the safest thing to do was to keep him securely in irons until he could be turned over to the consul. But in Yokohama the consul would not consent to his discharge and merely locked him up in the shore calaboose pending the ship's departure from port. This was a mistake on the part of the consul, for the confinement turned the man's morose hatred to a blind fury. He thought he was being held by the ship. Some of this got into the papers, as well as a rather lurid account of the original trouble in New London, giving the ship a hard name. This Capt. Slocum refuted in a public letter, in which he stated that the larger part of his crew were a credit to any ship, and that he would not want to have better men under his command. This open statement of confidence had an ameliorating effect, and it looked for once as though trouble was over. The men began to know their captain. But Mr. Nubegin, the mate, began to fail in health and so his valuable moral influence on the crew was wanting, and after "Billy" Flynn's exhibition of himself in port he was dead as far as discipline or example went. It was as much as he could do to keep his second mate's berth.

Having discharged her oil, the *Northern Light* was to sail for Manila in ballast to load sugar and hemp for home.

SKETCH MAP

When it came to sailing day there was a final request made to have Zelanski paid off, but the consul still refused, maintaining his original determination that the man must be taken to sea.

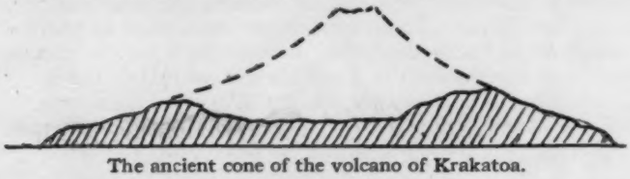
"All right," returned the captain, "but if you must send him, see that he is secure and unarmed."

On the order to "man the windlass" Mr. Nubegin took the forecastle head with all hands to weigh anchor. For a ship that was homeward bound the pawls clanked very slowly, and there was no sign of heaving around with a will. A spirit of revolt was again in the air as two constables brought the man off in a steam launch and stood with him at the gangway, ready to deliver him to the ship. He was loose and ready to kill, which both of the constables must have known.

When the captain came up from below to take charge of the deck, he was confronted by Zelanski who, unrestrained by the constables, made a run at him with a knife. But he missed his mark, for he might as well have made a run on a combined wildcat and sledge hammer. Although the captain did not expect attack and was un-

armed, his natural quickness enabled him to guard off and fell his assailant, who the next moment was ironed around the maintopmast backstay for safe keeping for the time being. Looking for another attack by the rest of the Zelanski gang, and taking no chances this time, the captain reappeared with a repeating carbine that was part of the ship's armory. He first very pointedly ordered the two constables down the gangway to their boat, remarking that "he was consul general on this ship." They went. Then mounting the wheel house aft, so as to have the whole deck in range, he literally got the ship under way at the point of a gun.

The attempt just made on his life put him on the alert for more enemies and made him feel like shooting on a very small amount of further provocation. The men on the forecastle head felt it as well and shook up the windlass when he called for "a little more music." Topsail yards were mastheaded by steam, and sail was made in dogged silence except for the sharp commands from the top of the pilot house, which were executed by all hands with mechanical alacrity.



The ancient cone of the volcano of Krakatoa.

Zelanski became a problem again, but at Manila he was permitted to detach himself from the ship in a manner that didn't require any consular supervision, but which was satisfactory to all concerned, for what harm was it if a cargo port was left open with a lighter just outside?

This particular voyage was destined to be one for the viewing of natural wonders. On the passage out, while in the Indian Ocean, we had observed the great comet of 1884. Now, on the home passage from Manila to New York, we were to participate in what has since been called the most appalling human catastrophe since the dawn of history. This was the eruption of Krakatoa, a volcano in the Strait of Sunda, our gateway from the East to the Cape.

Krakatoa had been in a quiescent mood for over two centuries. Covered all this while by a dense tropical bush, and showing no sign of seismic action whatever, it was regarded as extinct. However, it astonished the scientific world by breaking out into a "live one" with great violence about two months before our arrival at the Straits, in apparent sympathy with the earthquake shocks which had extended the entire length of Java.

For a given area, Java has the greatest nest of volcanoes in the world; in this region earthquakes are of such common occurrence as to attract but passing attention, so we paid no more than the usual amount of interest to the phenomena preliminary to what was to come.

In sailing for Anjer, which was to be our port of call for fresh grub, we were followed by two other American ships, both bound, as we were, from Manila for New York. They were the *Wm. H. Besse*, and the *Jonathan Bourne*. There was a light breeze with all three ships in a line, within easy signaling distance of each other, when we observed the *Besse* to come up suddenly, all standing, and stop. She had grounded on a reef cast up by submarine volcanic action in the very spot over which we had passed but a quarter of an hour before. The sea was trembling and in bubbles. A lead that was cast came up from the bottom so hot that it couldn't be touched by the hand, showing that it was more than boiling underneath.

The *Northern Light* backed her yards and came up into the wind, but as the *Bourne* came up astern of the *Besse* and hove to, to offer assistance, we kept off again for Anjer, which was by this time only a few miles distant.

A visit to the town showed that it was in a state of military activity, the authorities being at the time interested in a punitive expedition to put down a small rebellion that was going on in Sumatra against the Dutch Government. In gaudy trappings and with burnished arms, troops filed aboard a gunboat that was to take them across the Strait to war. They might have saved themselves the trouble, for Nature was at that very moment marshaling mighty forces which, in a month, were to wipe them out of existence, friend and foe alike, by the tens of thousands.

Before we left Anjer, the *Bourne* came in and reported that the *Besse* had grounded easily and was in no immediate danger, and that a steamer was on the way from Batavia to her assistance. The *Besse* was afterward floated and towed to Batavia and did not get away to resume her voyage home until a month later, when the Straits became clear.

As the *Northern Light* passed Krakatoa, the volcano was in the awful majesty of full eruption. There was not the usual cone form that is seen in volcanoes, this having been blown off in some remote geologic period by an explosion far more violent than the one that was now to come. This left a depression in the center of the island with a rise of 1,200 feet on one end, which was occupied by the present crater. Here a bright fire burned, throwing up a column of black steam and ashes which reached a culminating altitude of seventeen miles by sextant measurement. The fall of ashes made the sea, all about, white with pumice, which for days after passing was washed on our deck by a choppy sea.

But we were not to know the story of all that happened until we had put into the Cape, in distress from storm. There we learned that a fissure had opened at the base of the island, letting the sea pour down into the furnace below, thereby causing an explosion which blew off the top. The final detonations, which lasted for 36 hours, were unmistakably heard over a wide area. At Batavia, a distance of only 100 miles, the detonations were described as deafening. These grew in violence until the very last one, which was the most terrifying of them all, and then the giant became suddenly quiet. In fact the *Wm. H. Besse*, on passing but two days after this, reported that there was nothing unusual to be noticed about Krakatoa. This observation was not quite accurate, for later investigation showed that the explosion had blown fully 600 feet off the top of the island, very materially changing its profile again.

The fall of ash in the final hours of the eruption caused a total darkness which added to the terror and horror of the tidal waves which then drove in, wrecking coast towns all about and taking a toll of more than 36,000 lives. The Dutch gunboat was landed in the jungle of Sumatra a mile and a half inland, and 50 feet above normal sea level.

Of the fate of Anjer we heard different reports, and I am not at all sure that the town which now exists is the same one that I saw. It was then one of the most notable landmarks on the route between the East and the West. When a homeward-bounder arrived at Anjer it was a regular fair day for the natives as well as the crew. Canoes swarmed about laden with the products of the field and jungle. Chickens could be bought for about the price of eggs in New York now. They became such a glut that salt horse was soon regarded as a delicacy. There were yams, oranges, mangoes, limes and guavas by the bushel, to say nothing of the spiciest of bananas ever thought of.

No one who has not been in the tropics can know the wonder of a spice banana, for it is too delicate to ship.

As the *Northern Light* was being swept by the Agulhas Current around the Cape, she was met by heavy gales from the westward which made a mountainous cross rip. Here, at the meeting edges of the two great streams, racing in opposite directions, are to be found the mightiest seas in any ocean. The *Northern Light* was hove to, and doing nicely, when the rudder head twisted off, allowing the ship to fall off into the trough of the sea before a jury gear could be rigged to bring her head back to the wind. Gigantic pyramidal seas swept over her from rail to rail, and with their sheer weight made her wallow under water, causing a strain which started a heavy leak. The sea would have swept men from the pumps on deck, but the steam gear was rigged, and that kept the vessel free.

At daylight, and after a night of heavy laboring, a new peril showed itself. That was the danger of capsizing, for the pump was bringing up cargo from the lower hold in the form of "molasses" from the sugar being mixed with the incoming sea water. Wind and sea moderated and became calm, but the list to port increased to 30 degrees. Then orders were given to break hemp out of the upper 'tween decks and hoist it over the side to counterbalance the weight taken from the very bottom of the ship. Boats were cleared and provisioned for the next emergency, but a few hours' work on the hemp made the ship regain her stability, or enough to put her out of danger. Bales of hemp floated to windward in a string that reached for miles. But land was less than 20 miles distant, and in the roadstead of Port Elizabeth we found a haven of refuge. Nothing but the captain's resource and seamanship saved the *Northern Light* from going to the bottom off the Cape of Storms, as it was once rightly named by its discoverer.

In Port Elizabeth, after a survey, the ship was entirely overhauled, the job taking two months. In the first place, the topsides were entirely recaulked. The principal leaks were found to be in the wood ends, at and above the waterline. The foremast was unstepped, rebuilt, and stepped again by the ship's company, which rigged their own shears, using for this purpose the main and fore yards. The hemp standing rigging, which had been strained in the gale beyond further use, was condemned, and an entire gang of new steel wire put in its place. The biggest job, however, was the restowing of the cargo, which was contracted for by longshore stevedores.

There were some important changes in the ship's personnel, also. The mate, Mr. Nubegin, who had been confined to his room all the way across the Indian Ocean with an intermittent fever, had to be sent home. He was replaced by a Mr. McLean, an energetic Scotchman who was lately from the diamond fields, where he had been seeking his fortune. Being a real sailor, he was just the man to go ahead with the rerigging. There was also a change made in the third mates, the new officer being a Mr. Slater, who was soon to make much trouble on the final passage to New York. He was capable looking and had good discharges, which were afterward found to be forgeries, and he himself to be a British ex-convict. He was an habitual criminal, at the Cape "for his health," and seeking new excitement. Before joining the ship as an officer he had met some of the malcontents of the crew in a gin mill and there a plot was concocted to seize the ship and to take her to some port, themselves.

"The trouble with you," he told them, "is that you don't know anything. I'll go aboard, and if you stick to me, I'll show you what to do with Captain Slocum."

The Slater affair did not last long, for as soon as the third mate began to pull off his stuff, things began to happen. I remember the start very well. The morning watch was sending up a mizzen topmast backstay. Slater, who had begun to show his insolent side, which was not unnoticed, was sending it aloft. He was standing in the alleyway on the quarter deck, between the rail and the raised deck house. The captain happened to be standing at the monkey rail, on the house, and just above him. The men aloft called out to the deck that the gear was coming up foul. Slater yelled back that it was all right and to haul away. The captain then looked aloft and saw that the men were right and told Slater to lower away and bend the backstay on to the gantline again in the proper manner.

"You mind your damned business," returned Slater. "I'll send it up to suit myself." That was no sooner out of

The ship *Northern Light* passing Krakatoe in eruption.

his mouth than he received a cut across the ear from the brass knuckle joint of a folding two-foot rule which the captain had in his hand at the time to do some measuring. After he backed Slater up against the sheer pole and took his insolent bluff out of him he told him to take his things to the bosun's quarters, which were in the after end of the fore house, and to stay there, as he had had enough of him. The bosun was called aft to take Slater's watch.

Instead of doing as he was told Slater took his things to the forecastle and mixed with the crew, thereby showing his real colors for the first time. No action was taken on his conduct, however, until the following day when all hands were mustered at the mast for an understanding. The captain was good at a quarter-deck speech and believed in appealing to the reason of his crew in a moment of crisis. He said plainly to the men that he considered Slater's act to be one of open mutiny and put it up to them to tell him what to do with such a man. Several stepped out and voiced their opinion that Slater should be "disrated, anyway." The captain's cool and judicial manner disarmed the malcontents for the time being, for they knew they were dealing with a man who did not know fear. Of the plot to seize the ship he did not know until a year afterward, but that would not have worried him. He seemed to enjoy himself when one of these rackets came up.

Slater was called out of line, placed under arrest and confined in the half deck. If he had had sense, that would have ended the episode. But that night he foolishly broke arrest and rejoined his gang forward. These took on new courage under his leadership, paraded around the forward

(*Continued on page 80*)

Many New Yachts Building in New England Yards

From Orders Already Placed Next Summer Promises to Be an Active One

By William Upham Swan

YACHT designers and yacht builders in New England between the Connecticut and the Penobscot are down to their gun'ales with work. Never before in the fifty years' history of the sport have so many boats been laid down for the summer recreation in the country's most popular cruising and racing ground. On November 1st no less than six well-known yards were at their capacity, and others were getting ready to refuse further orders, at least for certain kinds of work, such as large power cruisers or major racing craft.

The new fleet ranges from 171-foot power cruisers, like the big boat for Jesse Livermore which is being built by George Lawley & Son Corp., to flocks of little 12- and 15-foot knockabouts for Marblehead, Wollaston, Plymouth, Harwichport, Edgartown, Watch Hill and other well known small boat centers. Included are an unusual number of auxiliary schooners, of the *Malabar* type, as well as yawls, ketches and sloops, while for the racing division there were building on November 1st, two Q's and four R's, with several more about to be started.

The two Q's are for Marblehead; one of them from designs by John G. Alden for Grafton Smith, and which has been laid down at the Lawley yard at Neponset, while the other is for H. L. Bowden, of *Hayseed* fame, designed by Burgess, Swasey and Paine and building at the F. D. Lawley & Co. new plant at Quincy.

Of the four Class R yachts, one is said to have been designed by L. Francis Herreshoff for Harry L. Maxwell, of New York; the second is for Junius S. Morgan, Jr., designed by Herreshoff and started at Bristol; the third, designed by Mower, is for Donald H. Cowl, and the owner of the fourth has not yet been announced.

The designing and building traverse which John G. Alden laid down this fall was probably the longest and most adventurous ever plotted by a naval architect. It stretched, early in November, from the little town of Essex, in the lower reaches of the Connecticut, to Thomaston, at the head of the famous Georges River in Maine, and included no less than eight yards. Six of these will produce nothing but Alden-designed craft this winter.

Among the Alden fleet are the following:

At the yard of Charles F. Morse, at Thomaston, two schooners, both 43 feet in the water line and 57 feet overall, with Red Wing motors, one for W. H. Anderson of Long Island and the other for a well-known New York yachtsman.

At F. F. Pendleton's at Wiscasset is an 80-foot overall schooner building for Dr. Henry D. Lloyd of West Newton also equipped with a Red Wing engine and a 47-foot auxiliary schooner for Charles Lee Andrews of New York.

At Hodgdon Brothers, at East Boothbay, are building two *Malabars*, of the same design as the *Malabar VI*, with Scripps motors, one for Donald Gilpin, of Northeast Harbor, and the other for Dr. Charles Warren of Manhasset Bay. The firm will also build several other Alden boats.

Harvey Gammage, at South Bristol, Me., is turning out six schooners, 33 feet on the waterline and 43 feet overall all with Scripps motors, for New England and western yachtsmen.

N. J. Blaisdell of Wollwich, opposite Bath, is building no less than eight *Malabar Juniors*, the little auxiliary sloop type which proved so popular for cruising this summer. These boats are 30 feet overall, 23 feet on the waterline and 9½ feet beam, with a small motor and good cabin accommodations.

Britt Brothers, at East Lynn, have laid down the keels of two auxiliary schooners for Mr. Alden, one of which will be for O. C. Schoenwerck of Chicago. Britt is also building an auxiliary centerboard yawl for H. C. Hammons of Milton, Mass., and is preparing to start other Alden work.

At the Dauntless Shipyard at Essex, Conn., a fast cruising schooner, 33 feet on the waterline and 47 feet overall is being built for Charles A. Goodwin, of Hartford, Conn., a prominent member of the Beverly Yacht Club and owner of the R Class yacht *Mermerus*. She will have a modern rig, with a jibheader on the main and staysails between the masts, and will carry no engine.

Graves, of Marblehead, is building a fleet of eight 18½-foot water line knockabouts from designs by Alden for members of the Corinthian Yacht Club of Marblehead, while Chaisson at Swampscott is about to start on half a dozen more of the Watch Hill 15-foot one-design class, which Mr. Alden designed several years ago.

The largest fleet building in New England yards at the present time are the four big schooners and a power boat at the adjoining plants of J. F. James and A. D. Story at Essex, Mass. The former is turning out a 123-foot overall fishing schooner for a syndicate of Gloucester fisherman headed by Joseph Srars, and a 108-foot sword fisherman for H. J. Hathaway, of Taunton and Block Island. This latter craft is designed by John James, a son of the well known builder. James will start at once an 85-foot auxiliary schooner for Richard T. Crane of Ipswich, Mass., and Chicago, from designs by Burgess, Swasey and Paine. She will have a Diesel engine of the Bessemer-Atlas make.

Graves, at Marblehead, is also turning out a fleet of ten knockabouts, 14 feet on the waterline and 21 feet overall from designs by Burgess, Swasey and Paine, for Marblehead and Edgartown yachtsmen, as well as another fleet of so-called "O" boats, 15-foot affairs for members of the Wollaston Yacht Club.

The plant of the George Lawley & Son Corp., at Neponset, practically reached its capacity for new work early in November. A few other boats will be started, but the yard is not only well saturated, but has housed and stored in its three basins, the largest fleet in the history of the organization, including the two big Hand auxiliary schooners *Speejacks* and *Wanderer*. Speaking of the former, many yachtsmen will be glad to learn that her owner, Albert Y. Gowen, who drove his motor boat of the same name around the world three years ago, is on the road to recovery after a long illness brought on by intensive work last summer in getting the big schooner into trim.

The 171-foot power boat for J. L. Livermore is well started under one of the big cranes and will be overboard early in the spring. The G. Lawley & Son, Corp. launched the 100-foot power boat for Charles N. Swift of Chicago late in October. She was designed by Cox & Stevens and has two Winton engines of 125 h.p. each. She will be one of the finest yachts ever seen on Lake

(*Continued on page 80*)

The Cruise of *Diablesse*

Part VII — Wherein She Visits Barbuda on Her Way Northward

By FREDERIC A. FENGER

"KEEP Great Sister in line with Hutchinson's," he said, pointing across the harbor to an old cane mill which Government keeps white-washed for a range mark, "and you'll clear." Then he handed over our papers with an almost reluctant gesture — which some harbormasters have toward small vessels and their crews — as though he were giving up the signed acquittal of a passing friendship. For two cents Thompson would have kicked over the traces and come with us. His hand lingered on our rail.

"And sail north and nothing west, and when you pick up the Martello tower, keep it a bit to windward till the water shoals — then stand in for it. There are four rocks awash about a quarter of a mile off the beach. Looks good inside, but don't try it. Anchor outside, clear of the rocks. Good holding ground and all that. You won't see any one, so take the road that runs northeast from the tower, and after three and a half miles you'll find Sutherland. You have the fresh bread? He'll appreciate that. Give him my regards. Well, goodbye, and keep off the reefs."

Our anchor came out "on de styarbo'd cyant" and the water under us changed from a dirty clay to yellow and then to light blue as we rounded the outer channel buoy and held up across St. John's Road. Then we put Great Sister, a bush grown rock, astern of us and the mate took over the wheel while the skipper saw that the range was kept with Hutchinson's, now a white speck in the mottled brown and green mass of Antigua. Our Andros

The Martello Tower at Barbuda.

boy was conning the shoals from the crosstrees. It was a bit like coming out through the Northwest Channel.

"Breakin' abeam, sir!" and looking under the boom we saw the white water of Diamond Bank pass out from our lee. Then came the familiar, "Aal clear, sir — we in de oshaan!" and he slid down the shrouds and came aft and straddled the wheel box.

"Any more reefs?" asked Wadsie, to whom this was a new and ticklish business.

"Not till we fetch Barbuda."

Only some 30 miles north of Antigua of which she is a dependency, Barbuda is one of those unfrequented islands where no steamer ever comes unless she has lost her way, perchance to stumble her forefoot on the reef which encircles the island and so becomes another bead in her carcanet of wrecks. For unlike her sisters, she is so low that one cannot see her until close aboard. On sunless days mists from her broad lagoons often obscure, and at night there is no light to warn the mariner. A strange oversight, it seems, as this fifteen by nine mile cay lies closest of all the Lesser Antilles to the westernmost route from the equator. Except from the south, where scattered

"Diablesse rounded the outer channel buoy and held up across St. Johns Road."

shoals abound, soundings are of no avail. It is a place where care is needed for keeping the bottom from hitting the top. Mulling over these things, the skipper went below to lose himself in Demosthenes' attack upon the naval policy of the Athenian politicians. Its modern sentiments, clothed in his Philippic oratory, were diverting.

Four hours later — the wind had been light — and the conch was again in the crosstrees.

"Sumpin' to win'ard, sir. De lan', sir!"

Over our weather bow the phantom horizon was pegged by a tiny speck that presently took shape while a low hump loomed to the east'ard. Smaller patches, springing up on either side, miraged themselves till they stood out like a row of children's blocks and then, suddenly losing their height, joined the whole into a solid mass.

We had picked up the Martello tower and Barbuda was growing apace over our bows. The monotony of our lazy run was broken and all hands were absorbed in the developing of the island. From under the tower a white line of beach spread east and west, while off the southern end of the island — now abeam — the ground swell towered and broke and creamed across the jagged back of Palaster Reef. Ocean blue was giving way to the lighter shades of shallow waters. Dark shoal patches began to crop up around us and Wadsie resumed his anxious air.

"Look, 'm', de four rock!" And giving over the wheel to the mate, the skipper went forrad to nurse the schooner in. Oh, the water *did* look good inside, but, mindful of the harbormaster's warning, we let go outside.

The trade had now gone off to a mere breath, and a squall was building in the northwest, which, were there any wind in it, would force us to run out to sea again. But it moved slowly and seemed rain laden. So, assured

by the heavy ground swell which gave promise that the trade would be blowing again in the morning, we lowered away and spent the better part of an hour furling sails, securing the booms with watch tackles, and making all movable objects secure against an absence of a number of hours.

The squall had now anchored itself over the north end of the island and was settling down in a mist made yellow by the rays of the lowering sun, as though it would rest there for the night.

At five o'clock we payed out an extra scope of chain and rowed ashore through the spreading mist. Choosing the widest channel through the barrier of rocks, we took careful note of its bearing, for there would be neither moon nor stars to help us find it on our return. To Wadsie there was something entirely strange and uncanny in the whole day's business, from navigating through unmarked shoals in the morning to finding the island and then leaving the schooner, rolling and pitching, to take care of herself. Once inside the rocks, the ship's company, all but the mate, removed shoes and stockings and rolled up their trousers knee-high. A sea or two broke under us and, in the lull that followed, we shot the surge and rushed the dory up the beach. Then out mate — high and dry — and we carried the dory well up into the first line of low brush.

A hundred yards down the shore stood the Martello tower on the higher footing where the beach growths give way to the dwarfed trees of the island. Close by was a small locked storehouse, and between the two began the wagon road we were to follow. We did not stop to examine the tower for only half an hour of daylight remained and the mist had become a persistent drizzle. A last look to the schooner, looming ghostly through the penciled air, and we took up our journey. Here was nothing to denote the tropics and somehow our thoughts seemed to home themselves. Had we been set down blindfolded upon this road and then allowed to see, we would have said at once that we were in some wagon trail on the south shore of Cape Cod and, from the humid rain, that it was midsummer. The Martello tower might have been the shell of an ancient windmill and *Diablesse* a fisherman loafing out a spell of thick weather. Only the intermittent *m'm-oo-oo* of a fog horn was wanting. The thickets of sea-grapes gave way to wooded stretches of coco plums, which at times left the road to make their lonely way over open grass country on which we could distinguish, here and there, a sentinel tree in the failing light. Then, to assure us that we *were* in the tropics, night shut down like a cover and we switched on our little pocket lights which brought up the road in strong relief while the darkness closed in on our wake like creeping walls of felt. The road became a slimy treadmill and our skins mingled the moisture of our exertions with that of our rain-soaked clothes.

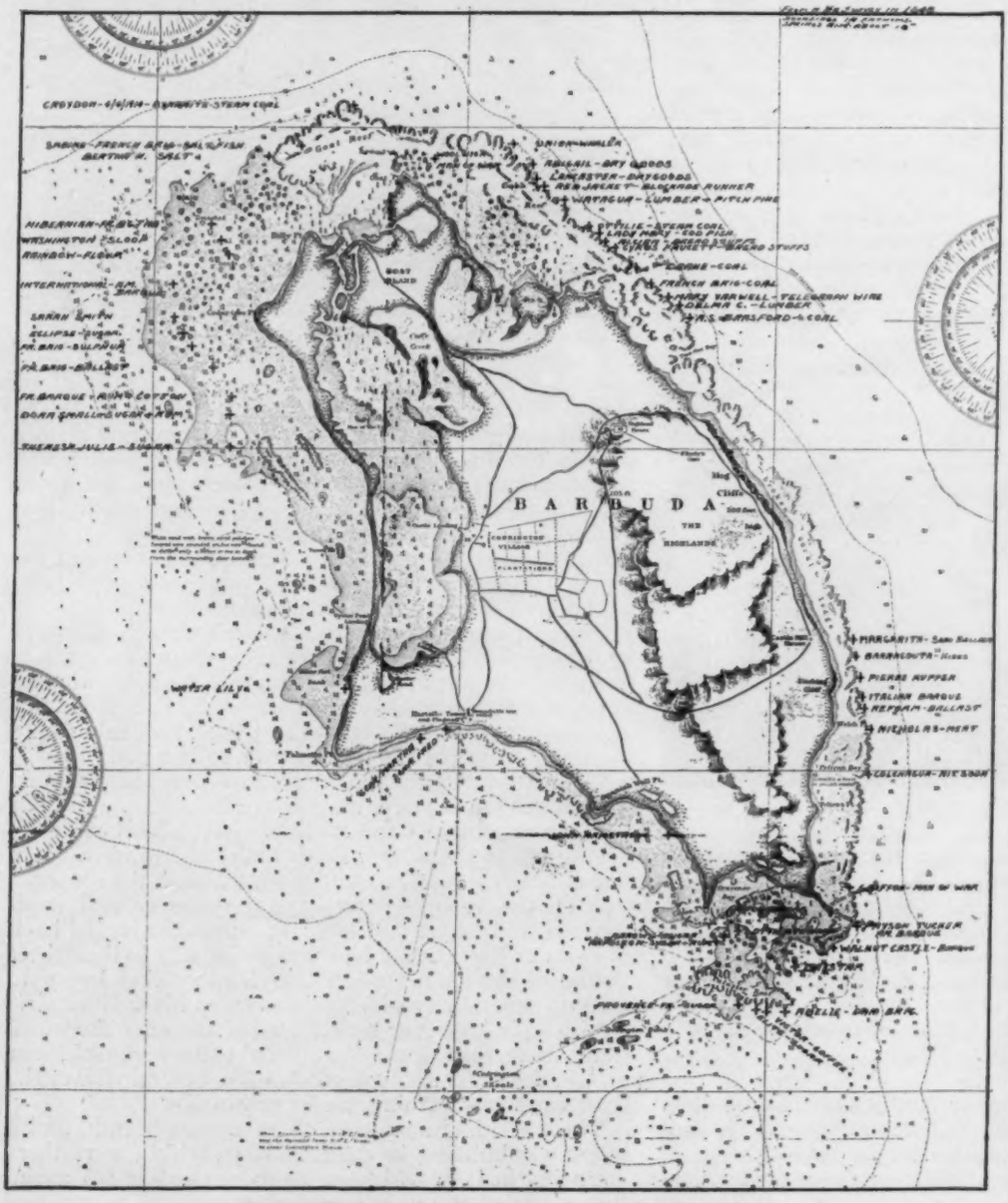


Chart of Barbuda showing the wrecks that line its reefs.

"De pesapirashan makin' fren' wid de rain, 'm'," said our conch.

We had gone about two miles, we judged, when we came to a rail fence with a gateway across the road. Here were the cloven prints of cattle hoofs, and after another mile we were confronted by another gateway built in a stone wall. Soon a light showed faint and yellow through the murk and there came a loud wild singing mingled with the hum of many voices, as from an angry hive. Another gateway, of massive oak planks, set in a high wall of coral blocks, barred our way. By the gleam of our lights we saw that

we were outside an enclosure whose walls stretched away into the darkness on either side. Beyond the walls were the thatched peaks of native huts. Suddenly two whites of eyes popped up from over the top of the gate. Under them a mouth opened, showing two machicolated rows of teeth.

"Wha' you want?" it demanded, the startled eyes taking us in and then endeavoring to pierce the darkness behind us.

"There are only four of us and we came to see Mr. Sutherland."

An expression of supreme relief came over the face, which we now saw was that of an old negro. "Eh-eh! Das aalright, das aalright! We see de light an' some t'aat you wuz *jumbie* an' some say you mus' a be Germaans, *comin'*."

Opening the gate, he pointed to a dark mass where the yellow gleam of an oil lamp showed through a jalousied window. "Look! Da de manager' house."

We stepped into a narrow lane flanked by wattled fences, shoulder high and topped with black cannon-ball heads, twin white spotted, that dodged out of sight as we flashed up our lights at them. The old negro led us through another gate and then up a flight of stairs to a bungalow set, West Indies fashion, on a high cellar above ground. The door was opened by a tall spare Englishman. By the light from the room we could see that he was wind-

The cross on the shutter is to discourage jumbies.

burnt from much riding in the open. He bowed us into the lighted room.

"I'm Mr. Sutherland, but how did you get here?"

"Followed the road from the Martello tower — "

"Yes, but to Barbuda?" He seemed a bit puzzled.

"In our own boat. She's anchored off the rocks."

"Oh, anchored!" And he laughed. "I thought you were wrecked. Visitors usually come that way from the Antigua sloop which is not due for another week, and castaways generally come from across the other side."

Then we explained that we wished to see a bit of the island but could spare only the following day and for this reason had called upon him at this unmannerly hour.

"The people came running to me and said that there were *jumbies* outside the compound." Then he chuckled, adding, "Can't say that I was *much* easier in mind — I almost suspected that you might be Germans come to establish a wireless station, and I had decided to give you as pleasant a reception as possible — for we have no defense force, you know. But when I *saw* you, you had me guessing."

And no wonder, for excepting the mate who wore the only rainproof covering on the ship — our gummy oilers having long since been given the deep six — we were a bedraggled lot and might well have been shipwrecked mariners cast upon a strange shore.

A public well.

"But we'll give you the reception, just the same, only omitting the poison in the swizzles. *Do you hear that, Harte? Delete the poison!* Dinner will be ready, just now, and Mr. Harte is here from Dominica for a bit of shooting, so we're quite prepared for visitors."

Mr. Harte, whom the skipper had met some years before in Roseau, now came in and with many questions as to mutual friends among the islands led the two of us to his room where we were given a change of clothes.

As we drifted into the dining room, happy in the comfort of being dry once more, we found the planter at a small side table, busied over an operation which seemed to require extreme care. His back, slightly curved, and his bowed head reflected a tremendous solicitude. He might have been kneeling at a *prie-dieu*. Minding the fable of the goldsmith and the fly, the skipper signaled silence to the mate and Wadsie. Another Englishman, also tall and thin and windburnt, had entered. He was Mr. Drinkwater, the assistant manager, but Sutherland did not disturb the sacred silence with an introduction. We waited. Presently Mr. Harte unbent himself with a grunt of satisfaction.

"We are starting off with a Dominica topet," he announced while carefully handing around five sherry glasses whose contents were storied white and amber with

In one of the wider lanes . . . we encountered a wedding procession.

a layer of deep ruby on top. "Something like a Pousse Café, syrup in the bottom, rum and lime next and then bitters. Bitter — sour — sweet — as it goes down. All hands, what?" We sat down with worshipful insides — in silence — entranced!

Should there be any doubt that the fare on this low-lying out-of-the-way cay on the edge of the Caribbean is simple, it shall be given in detail. There was a marvelous soup made from the high-arched tortoise, baked kingfish with a chestnutty stuffing of ground-nuts, roast wild guinea fowl, fried chicken garnished with slices of salt beef that were like ham, venison chops from a descendant of the fallow deer brought from England by the Codringtons, over a century ago, yams, plantain done Southern style, pigeon peas, pâtédefoie gras out of the planter's chuck box and chilled with ice he had brought from Antigua, plum pudding and coffee — all properly officered with tall whiskeys and sodas and flemished down with liqueurs. A layout that only the hardy stomach could survive.

Sutherland talked of the island which on the morrow we should see as it had been for over two centuries. " . . . then we have our wrecks, but not as often as in the old days." (We had almost expected him to say, "but not as often as we'd like.") "The last one was the *Croyden*, bound for Antigua for a load of sugar. That was on a clear night, almost a year ago. They had stopped to take a sounding and, fetching over a hundred fathoms, thought they were passing to windward of the island. Fifteen minutes later she fetched up, full speed! The officers and crew came ashore the next morning and made great company for us during a fortnight. But there were a good many before *my* time." Then he fetched a chart and spread it out upon the table.

Fifty-two vessels, we counted, of all sizes and types, whose graves had been plotted from known records. Humble rum-laden sloops, schooners, brigs, barques, English, Danish, French, Italian and American, a whaler, and even a blockade runner and a couple of men-of-war where crew and vigilance should not have been lacking. Hurricanes may have driven some of them ashore, but their fate was for the most part due to the uncertain currents which alternately run east and west through these islands; and some, no doubt, had been "put there," as at Anegada, for insurance. So while the toll in lives has not been great, the business of salvage was formerly one of the main assets of the island.

It was the wrecks that switched the skipper's mind from these pleasant surroundings to his own tidy little ship, and despite the urgent appeal of our genial hosts to spend the night with them, he ordered the ship's company to prepare for their departure. When Wadsie and the skipper had shifted back to their own clothes which had been drying in the cook-house, we found Sutherland ready with a long three-seated wagon in which he insisted upon driving us to the beach. Although it was no longer raining, the mist still hung over the island obscuring the stars and making the night as black as soot. With a crack of the whip we were off, our conch, all grinning and plum full of much dinner given him by the servants, curled up contentedly by the tail board. It was eleven o'clock when we at last said good night to our host and launched the dory in the breakers. By the feel of the sea and the use of our lights we found the channel through the rocks and soon were aboard our sea home which rolled a friendly welcome to us. Then we flashed our lights shoreward, Sutherland's lantern waved its answer and we watched it rise and fall, Jibber the Kibber fashion, to his step, till it bobbed away at last in the bush.

The rollicky trade followed close on the heels of morning; drying halliards swung and tapped against the masts; and we awoke to find *Diablesse* tailing offshore, her saucy bowsprit pointing at the Martello tower. And as the rollers passed along her run she kicked up as if to say, "Up, you idlers, it's a fine morning and I'm giving you a day on the island." Quick as urchins we got into our clothes.

At first we thought the beach had drawn down its color from the rose of the morning light by some strange magic of the tropics, new to us. And then, as we rushed the dory up from the surf, we saw that the sands were florid with millions of tiny pink shells thrown up by the sea. Minute almost to the vanishing point, yet each was perfectly formed, a delicate tenantless home. The air was still fresh from the night cool, and the beach, with its line of surf ending where the combers marched in roaring platoons across Palaster Reef, was a bit of paradise that would be turning into a hell of quivering heat when the sun should swing up into his torrid arc.

We had covered the dory with a tarpaulin and were walking toward the Martello tower when Sutherland appeared. He had lost no time.

"We must see the tower now, while we are sure of daylight," he began, "for you got out so well last night that we are insisting upon your staying for dinner with us. We don't often have visitors, you know."

About midway between Palmetto Point and Spanish Well, which confine a shallow bight in the southern shore, and commanding the only place where a vessel may approach the island with safety, stands this tower, some 25 feet high. There had been three decks inside, the thick walls of limestone blocks being pierced with deep embrasures for small arm fire from the two upper chambers. A low parapet around the top deck had afforded protection to the gun crew. But the sturdy beams which had supported the three decks had long since rotted away, the only evidence of their former existence being the deep pockets let into the walls for their reception. And the gun that once had tongued its roar above the surf was gone, perhaps to end its career as part of the ballast of some trading schooner whose hulk may be resting somewhere on the floor of the Caribbean. There was evidence that the tower was intended to withstand a protracted siege, for projecting landward was a large chamber built like an outwork and also surmounted by a parapet, while a short distance beyond was a well which tradition has it was once in subterranean communication with the inside. A fire-place, still smoke stained, doubtless served the double purpose of cooking the meals of the defenders and melting lead for their bullet moulds. Vague rumor, handed down by the natives through trackless generations, ascribes the tower to the Spaniards — which may not be unlikely, for the point below takes its name from a well nearby that is supposed to have been dug by them in Carib times.

We now climbed aboard the wagon and, canting westward from the road we had taken the night before, drove through thickets of sea-grapes and coco plums over which we caught glimpses of the plateau to the eastward, called the Highlands. Presently the clayey land soil became more sandy and we entered a sombre growth of mangroves through which glimmered the clear waters of the lagoon, paled to a delicate blue by the white coral sand a fathom down. Beyond lay the cobalt sea, held back by a ribbon of beach which bars it from the lagoon like a dry reef, so low that over it we could see the greening combers rear up and burst into ricks of pluming spray.

Turning inland we came out upon more open country where stray black buttonwoods reminded us of lone oaks in our own country. Here were small squares of planted land seemingly placed at random and surrounded by high

(*Continued on page 76*)

Golfers' Race Stimulates Class R Interest

Rochester Yacht Club Institutes Novel Trophy for Amateurs

By Charles A. Rawlings

JUST how malignant a disease is golf, and just how many doses of wind-blown spume applied externally by the lean nose of a Class R boat muzzling up to weather in a hard-fought race, are necessary to cure it, is a subject that should make an interesting paper at the coming convention of physicians and surgeons.

The problem, as in the Keeley cure, is to convince the sufferer that he needs the treatments. It is a far cry from the frog ponds that golfers know as water hazards, to the precipitous forward deck of a "20-rater" with her rail buried in a foam-crested smother of jumping sea. There is hope for the patient when he experiences nausea for the one and nostalgia for the other. Whether his stomach can stand the treatment is another matter.

The Rochester Yacht Club up on Lake Ontario advances no theories, but lets be known the result of an interesting experiment conducted on September 28th last.

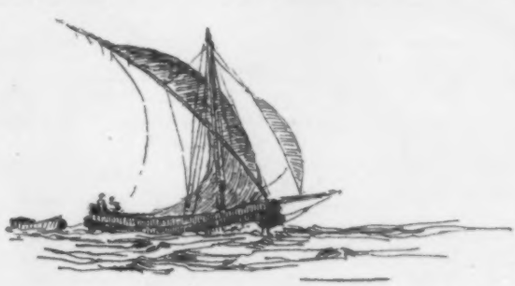
Some 20 prominent golf, polo and tennis enthusiasts, most of them entirely unfamiliar with sailing, were invited by the Rochester Yacht Club to man the club's four Class R boats and race them over a triangular course for an Invitation Amateur Class R Trophy. The owners of the boats were to be shipped as members of the crew, stationed forward to act only in emergency and speak when spoken to.

Four of the amateur sailors were discovered to have done some sailing in a well spent youth and were chosen as skippers. Considerable publicity was given the event and intense rivalry developed before the start. The skippers drew for boats and crews, with the following results: *Safara*, skipper, George Bonbright, crew, Harold Moore, Mortimore Anstice, William Barrows and Wilmont Castle; *Rogue*, skipper, J. C. Dryer, crew, Douglas Townson and W. Peck Farley; *M. E. S.*, skipper, Harper Sibley, crew, Rob Roy Converse, Sam Durand and William B. Macomber; *Mybar*, skipper, Craig Powers; crew, Gus Cunningham, Sam Weller, Ted Pickering and John Barrows.

No light canvas was to be used. The direction of the wind was pointed out by the judges and the compass directions of the buoys announced. A steady twelve-mile breeze and a jump of sea greeted the boats as they stuck their noses out of Rochester's protected harbor. Buoys were ordered left to starboard, making the first leg a thrash to windward.

Rogue, winner of the Lake Yacht Racing Association championship, was over first with *Safara*, a new Alden-designed boat, right on her counter, and *M. E. S.* following a few seconds later. The compass direction for the first leg was due west.

Mybar came bowling over the line, passing the starting boat to port and sailing due east. The amazed judges, flying a blue peter big enough for a clipper ship, thought at first that she had misjudged the time and would come about and start, but when she eased her sheets and settled down for a comfortable run off the wind, the judges set off in chase, frantically klaxoning for her to come about. She finally saw her error and crossed the line in the right direction, five minutes later.



The race was marked not only by the type of sailing to be expected of novices, but by some excellent sailing as well. Harper Sibley took the *M. E. S.* to weather in splendid fashion in the first round and George Bonbright made *Safara* foot off the wind faster than the other three, a feat she has not been able to accomplish before this season. Sibley starved *M. E. S.* in the second windward leg, trying to make her point with *Safara*, and lost the race to Bonbright.

***Safara*, with George Bonbright at helm, winning the amateur cup at Rochester.**

Course, triangular, 4½ miles, twice around. Start, 3.15.

	Finish
Safara	4:50:50
M. E. S.	4:52:40
Rogue	4:53:10
Mybar	4:57:47

Less than a week after the event, Mortimore Anstice and Wilmont Castle, members of *Safara's* invitation crew, threw their mashies over a hill, purchased *Safara*, and have plunged whole-heartedly into club racing. What the total consequences of the race will be is entirely conjecture. Other members of the invitation crews are rumored to be much interested in sailing as a result, and it is expected that the Class R fleet will be further enlarged before the ice is out next spring.

One Way to Build a Model Yacht

By PAUL PALMER HENSON, M. D.

I SUPPOSE the real dyed-in-the-wool, seagoing model yachtsmen will sneer at this article as being the words of a rank amateur — one who is without the pale of true craftsmanship. But it is not my purpose to give here a treatise on naval architecture, even if I could, and I must humbly beg the very few who have the time, tools, and money to construct a model by framing and planking it to turn the page and give this a miss, lest their artistic souls be harried beyond endurance.

I have a love for working with my hands, especially upon boats and all that pertains to them. I also have some young children whom I wish to grow up with a love of the water firmly implanted in their beings. And so I took them to see some boys racing toy boats. These craft, the product of the summer toy shop, were rather in the class of failures. A moderate breeze caused them to heel until their sails were wet, when the increased weight aloft made them assume a position flat upon their beam ends and necessitated a protracted period of drying out. I examined some of these more closely and found that they were but blocks of wood, crudely shaped, and solid. Their rudders were also inadequate and their spars were immensely heavy in proportion to their size. Clearly, these would not do to instill a love of boats into children with any sense. Their inefficiency would only disgust a thinking child and leave him cold to things nautical. Therefore a protracted session with the good old bean was in order. I pored over countless old copies of YACHTING seeking hints and a suitable design. I raised a cloud of dust in the attic and I spoiled many sheets of paper. But as a result of this travail I evolved some ideas on the subject of model yachts.

A model yacht should be strong enough to stand a moderate amount of knocking about. It should have a long lateral plane, as maneuvering ability is not only desirable but necessary if the boat is to hold a course. It should have sufficient depth of hull so that its ballast will be well below its center of buoyancy. It should have strong light spars and a minimum of top hamper. Two sails are enough for any youngster to bother with and they should be rigged without the lowering feature, to keep down the weight aloft. For the same reason they should be of the Marconi type, thus doing away with the gaff and incidently being up-to-date. The rudder should be of ample size and firmly attached to the hull in such a manner that it can be turned with a tiller. The hull should be hollowed out for buoyancy and it should be tight.

Now for a proper design. As it is impossible to affix a bowsprit to a model so that it will not come off when used as a handle, we are confined to a knockabout rig. A long lateral plane and depth of hull narrows down the search to a racing craft. Two sails (jib and mainsail) can best be found on the smaller class boats, especially as they must be of the Marconi type. Having a more or less clear picture of the boat we want, we return to the magazines and again search the designs for one which gives the sail plan, the waterlines, and profile of a suitable boat. The one I took was the six-meter boat *Priscilla*, which appeared in YACHTING, and while I suppose it was stealing, I don't believe the designer will mind, particularly as his boat did not win a place. I decided to make her on a scale of one foot to the inch which would give a boat big enough to sail well and not too big for the average child to carry. And now we come to the problem of expanding the lines printed in the magazine to 32 inches in length. This is my own method, and while I suppose there are other ways, this one will work and is not too complicated for one of ordinary intelligence to follow.

I found by careful measurements that the length of the printed plans multiplied six times equaled 32 inches, or near enough so that the spars, etc., could be carried out in the scale of one inch to the foot. My first care was to obtain the profile of the boat. I drew a set of waterlines six times as long and six times as far apart as they were on the printed page, and drew in the stations in their proper places. Then with a pair of dividers I stepped off the various distances of the profile line from the nearest cross lines and, fairing it up, I had the profile of the yacht full size and as nearly like the original as it was possible to get it.

I put this away for future reference and turned my attention to the waterlines. In this plan they were drawn six inches apart which was of help to me later on as you will see. I drew a line to represent the midship section of the boat and I drew in the stations at right angles to it. Again with the dividers, measuring out from the midship line I pricked in the position on each station line of the waterlines which crossed it. When these were faired up I had a full sized pattern of the boat at each waterline, or rather half pattern. You have probably recognized by this time that I was simply reversing the process by which the old-time builders used to get the lines of their boats. They made models and then sawed them into sections to get the lines, while I was making sections from the lines and combining them to make a model. As I stated above, the waterlines were six inches apart and so, using the scale of an inch to the foot, each lift of the model would be a half-inch thick.

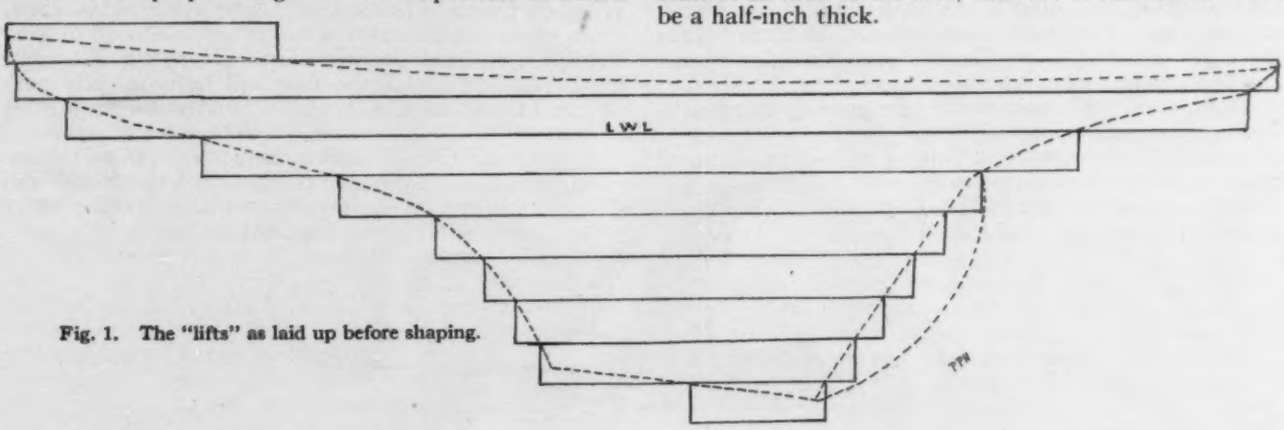
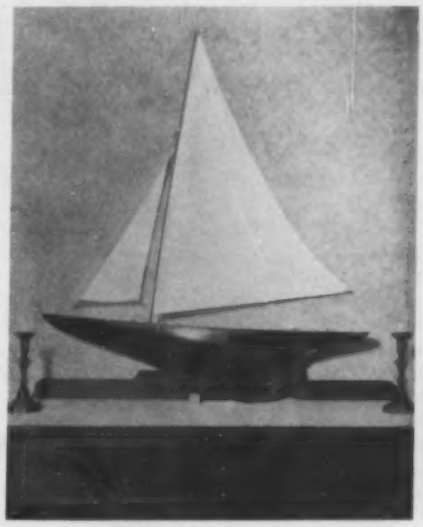


Fig. 1. The "lifts" as laid up before shaping.

The model was built "bread-and-butter" style. A model so made is very strong, can be hollowed out easily, and can be made to follow a set of lines with great accuracy. I purchased some half-inch pine at the local lumber yard. I was careful to see that it was clear stock, such as pattern makers use, and thoroughly seasoned. Using carbon paper I transferred the shape of each waterline onto a piece of the lumber, turning the pattern over to give the other side of the model. When all the patterns were traced I got out the old jig saw and proceeded to rip them out. This occupied an evening and covered a room with fine sawdust. My wife made a few remarks about this, but she was silenced when reminded of the fact that she had a new vacuum cleaner and what was the blamed thing for anyway. I was careful to mark the center line and the midship station on each lift and by reason of this it was easy to assemble the lifts in their proper positions. They were screwed together and made the appearance illustrated in Fig. 1. The screws were all put in on the center line, or near it, and fastened the lifts solidly together.



The finished product.

I now had a model, perfect in shape, and complete except for a triangular section of wood parallel with and below each waterline. A small block plane took this off nicely on the convex part of the boat, but I had real difficulty in removing the excess wood under the overhang of the stern where there were reverse curves and convex surfaces. The best implement for this work I found to be a Bard-Parker scalpel. This instrument is fitted with blades like a safety razor and as fast as one is dulled it can be removed and a new one fitted in its place. Coarse sandpaper was also of use and it took down the wood surprisingly. I did not attempt to work in the sheer at this stage, for I reasoned that it would be easier when the model was hollowed out.

When the boat was shaped approximately to its finished form I covered it with a network of pencil lines to insure getting the lifts back in their proper places, and took it apart. The various lifts were next examined and a line drawn around them half an inch in from the edge. This served as a guide in sawing out the interior of the lift, which was my way of getting a hollow boat. This method is much less work than gouging out a block and no danger is run of going through the sides of the model.

I then considered the subject of glue. Doubtless some kind of waterproof glue is the best thing to use, but I could not get any and so was forced to use ordinary flake glue. This was applied hot, both surfaces getting a liberal coat, and the adjacent lifts were nailed together while hot. The largest lift (in this case the second from the top) was used as a starter and successive lifts were built upon it until the bottom of the keel was reached. The lifts which made up the keel were not hollowed out and were not nailed in the way of the lead. Of course the inside of the model presented the same sort of appearance, with reverse English, as the outside before the excess wood was removed. I did not remove the triangular ridges here as their weight was not much and I desired strength more than extreme speed. It could easily be done and, of course, would make a lighter boat. The sheer was now worked in and a piece of pine planed to a quarter-inch in thickness (planed at the mill, by gosh) was put on for a deck. This was only fastened temporarily until the boat could be worked to its final shape, the lead fitted, and the inside varnished.

After the model had received its final sandpapering it was given a coat of paint, and the amount of ballast necessary to bring her to her waterline was determined. This was done by putting the boat in the bath tub and loading her down with small weights. It took four pounds to sink her the required distance. Now came some of the most involved figuring you ever saw to determine the size of four pounds of lead. I finally gave it up, and using the keel of the boat as a pattern I made a mold of plaster

(*Continued on page 78*)

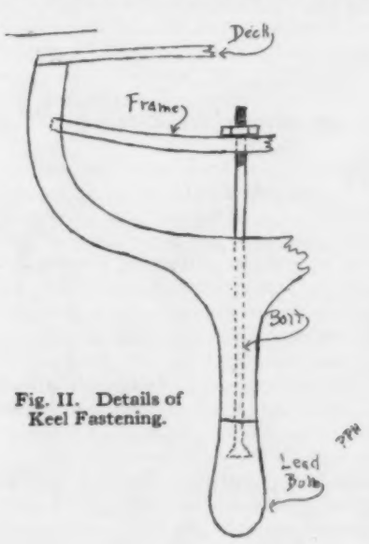


Fig. II. Details of Keel Fastening.

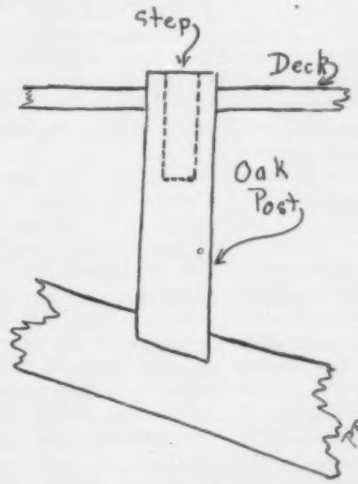


Fig. III. Detail of Mast Step.

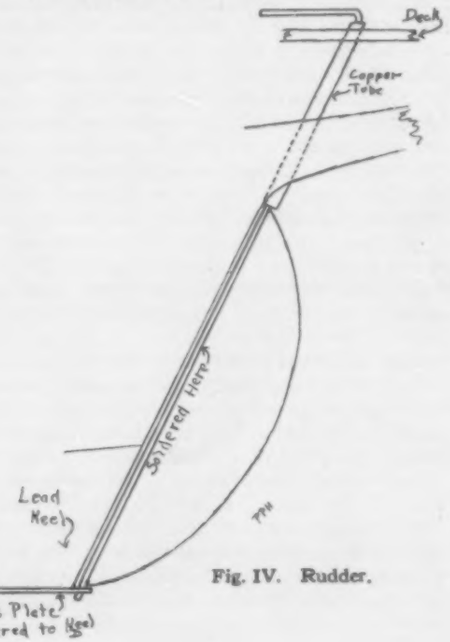


Fig. IV. Rudder.

Cutting the Cost of Yacht Insurance

Hints on Construction and Equipment That Reduce the Cost of Protection

By CARLOS DE ZAFRA, M.E.

EVERY yacht and vessel owner, as a matter of expediency at least, carries some insurance on his vessel, if it is at all insurable. Many have found, however, that what seemed to them a valuable yacht was actually not insurable, or that the insurance premium rate charged was prohibitive. This situation may apply even to a new boat when due precautions have not been taken, such as would command a low rate. At other times it may apply to an old boat of more sturdy construction and staunchness than many a new boat fully insured. In this case of the old, yet sound, boat the underwriters decline the risk because the cost of repairs on an old boat is entirely out of proportion to the present market value of the boat. Styles in boats change as they do in bonnets and clothes. The glass cabin boat of twenty or thirty years ago, while she may be still structurally sound, brings a low purchase price and repairs on it might cost as much as the boat would sell for today.

However, there are many points of construction in a new boat and some modifications for older boats that, if observed, may serve to reduce the rate on any insurable vessel because, naturally enough, if the risk of damage by fire be reduced, the cost of protection for it follows suit.

Many owners carry only fire protection, whereas others carry in addition protection against the perils of the sea, which include collision, storms, etc., within certain prescribed waters. As in yachts the fire risk is the greatest and is common to both classes, we shall see wherein we can improve our boat in accordance with the dictates of the underwriters.

When you apply for insurance the underwriter will want to know something about your boat and will assign a representative — a surveyor — to minutely examine or survey the vessel, and upon his report will their action be governed. The surveyor arms himself with a "survey sheet" on which all possible pertinent questions appear for his comments. Of these, of course, the vessel's name, former name if any, home port, owner, his business and address and the type and dimensions of the vessel are called for. Then questions as to when and where built. This is an important item, this one of the builder, for boat builders, among underwriters, enjoy a greater or lesser reputation for the quality of their products. There are always two ways of doing a job — the right way and the wrong way. Some boatbuilders never learn because it is not the builder but the boat owner who is interested in insurance. A boat built by a firm with a reputation for high-class construction will commend itself at once to the underwriters, and if they are so partial to the well-built boat there must be a reason. Their questions constitute a basic guide for good construction. Hence it pays to build well in the first place.

The underwriter wants to know if there are bulkheads, if so where, how many, and of what material — wood or steel? A yacht with two or more bulkheads of the water-tight construction will stay afloat longer than one with none. Location of bulkheads will indicate if the fire or engine rooms are isolated or in communication with the rest of the vessel. If not isolated, a fire starting there could sweep through the vessel for a total loss. The reason for asking a question may not to the uninitiated appear on the surface, but back of each answer lies the guide which dictates the underwriters' category into which the vessel shall be classified.

Regarding the gasoline propelled yacht the vital questions are: (1) How many fuel tanks? (2) Their locations? (3) Their capacity? (4) Their material? (5) Their shape? and (6) Their construction? Too great a tank capacity in a single unit is not desirable. Smaller units are safer in case of fire, and hence preferable, and their location should be isolated — not in the engine room but between water-tight bulkheads or in a water-tight compartment surrounded by a drip pan so that fuel spilled in filling the tanks drains overboard. Copper is the most preferable material and a cylindrical tank is much stronger than a flat-sided rectangular tank. In either case there should be baffle, splash or swash plates inside to break up the rush of fuel from one side to the other upon rolling of the vessel. The tank seams should be soldered or brazed, even if rivetted, so as to be thoroughly tight. Feed lines from tank to carburetor should be of copper and run *outboard* in the corner formed by the garboard and keel. Fuel lines, outside the boat, are safer than when run through a poorly ventilated bilge. Yet the majority of boatbuilders do not run their fuel feed lines outside the boat. It is cheaper and easier to run such lines inboard. Gasoline feed lines should have well-soldered joints for permanency and brass ground unions where removal of piping is later to be made. Galvanized piping and screw fittings are intolerable. Cutoff valves at both tank and carburetor meet with the favor of the underwriters, as does a properly fitted screw plug or cap for the filling hole of the tank. A proper vent to the tank is essential, else the fuel will cease to flow if air cannot enter the tank to take its place.

The muffler and exhaust lines should be cleared of immediate contact with any woodwork. They also should be cooled by some such means as running the cylinder circulating water into them.

The underwriter is interested in the details of the motor itself, as there are good as well as less good motors and, likewise, some mechanics and shops have a better reputation than others for the excellency of their installations. Location of motor (bow, amidship or stern, cabin or cockpit) also helps in coördinating the other data. Favorably is that motor regarded which is installed in a water-tight, metal lined compartment which limits to a minimum any fire occasioned by backfiring and igniting of engine room oils.

A boat whose propeller, extending below the keel, is protected by a skeg, is better than the boat minus the skeg.

The galley shares equal importance with the engine room. The gasoline or alcohol stove must be of approved make to be a safe risk. Some are decidedly safe — others quite the contrary. All, however, are more or less dependent upon intelligent operation and care. The woodwork surrounding the stove and ceiling above should be protected by metal sheathing or insulation, or a metal screen with air spacing between it and the woodwork.

The method of lighting the boat is also subject to inquiry. If electrically lighted, properly insulated wiring should be used. If oil lights are used the lamps should have metal, not porcelain or easily cracked or broken, bodies.

A few fire extinguishers of approved type, in prime condition and strategically located for emergency use,

(*Continued on page 78*)

The Universal *versus* the International Measurement Rule

A Comparison of the Measurement Rules Governing Racing in This Country and Abroad, Made by One of the Foremost European Yacht Designers

By JOHAN ANKER

WHAT is the object of a measurement rule?

To promote yacht racing.

As hot competition is essential for good racing the rule must be able to satisfy a yacht's owner in this respect, and the boat the rule produces must appeal to the owner as worthy of his care and attention. In other words, a measurement rule today has a social as well as a technical problem to deal with and to settle satisfactorily if it is to have any chance of success.

The social side does not as a whole bring out divergent opinions, and as it is the technical part of the question that is most difficult to settle, it is this side that takes the greatest hold on our interest and attention.

As the two rules stand today the Universal Rule (in use in America) is the outcome of experiences with measurement rules from the beginning of yacht racing till the present on your side, and the International Rule is the same on our side. They have, in common, the aim to offer the owner opportunity of racing, as well as a sound seaworthy boat for cruising purposes, if cruising should be desired. They are both trying to safeguard the owner from the designer's wild experiments and secure him some value for his invested money.

But the way they try to do this is different.

The Universal Rule has one particular type of boat in mind — the type that the makers of the rule preferred, when it was formed.

The International Rule has no particular type in mind; it tries to give a just measure of the speed factors of any type of boat.

The quarter-beam measurement in the Universal Rule promotes a type, as a given percentage of the water-line length is free; only where there is an excess of this limit does the quarter-beam measurement come into play, whereas in the International Rule bow- and stern-girth are measured and added to the length, whether small or large.

The length measurement in the International Rule is calculated to correspond, and in most cases does correspond very nearly to the length the boat uses when sailing. The length measurement in the Universal Rule is the water-line length, when at anchor or dead still, the quarter-beam restriction acting as regulator of form.

Besides these differences the two rules balance sail and hull-measurements differently. The Universal Rule is very nearly a sail-measurement rule, while the International is a hull as well as a sail-measurement rule. It is this difference in the rules, more than anything else, that turned the tide at the conference at London in 1919, in favor of our present International Rule.

Where in your rule the hull figures to such a small extent in the final outcome, it is evident that the hull under this rule will increase in length; and thus in waters where prevailing winds are stronger, the hull of racing boats gradually will increase in length, and become very much larger than boats of the same class sailed where winds are lighter. Because of this tendency in the rule the owners of racing yachts will for yet some years to come run the risk of finding their boats outclassed the second season, and they will *always* risk racing boats which are unevenly matched.

In the International Rule, where hull and sail are evenly taxed, this tendency is barred, because if the hull should be increased the sail area would be hopelessly small, and vice-versa.

Now let us consider what the two rules have told us in practice.

Universal Rule boats are constantly outclassed, although the rule has been in force many more years than the International, where we all know of several boats racing with fame in spite of being from three to four years old. This is the strongest argument in favor of the International Rule, because yachtsmen do not like to go into class racing, when they can foresee that a costly-built boat will be out of the game the second season. It is this sentiment that has created the numerous one-design classes on your side, instead of open class racing.

The International Rule has the virtues of the one-design so far that the boats are more evenly matched than in any other free rule, and yet competition in design is not barred. As to the shape or form of hull, the difference between the boats of the two rules is not so great, as one would think.

One important factor that acts in the direction of equality is the same, or practically the same, stipulation of displacement to the length of water line in both rules. And one even more important factor is nature's laws. The sea and the water like to be treated nicely, and get obstructive when their secret laws are not taken into consideration. So, although apparently the boats built under them may be alike, there are differences, especially in the above water body.

From my experience in designing and building to both rules, I know that I can modify an International form into an Universal, thereby reducing its seaworthiness and inside headroom; and I can alter an Universal form to fit the International and thereby increase its seaworthiness and cruising qualities.

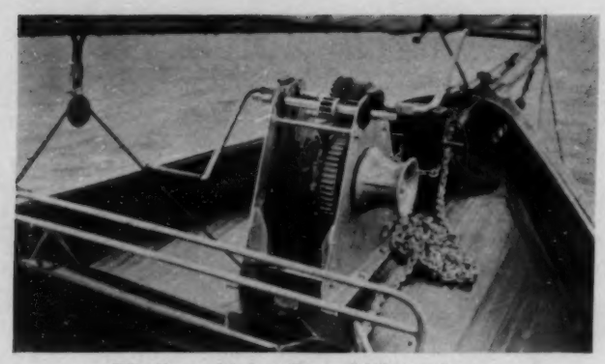
The above is my technical valuation of the two rules. Now to the social side of the problem.

From this angle the rule that offers the hottest competition and greatest opportunity for racing must be preferable.

The International rule thus would be preferable even if it was an inferior rule, because it is International.

Sport has a mission to the individual. International sport has the mission to bring individuals of different nations together. The great sufferings of our present time are caused by a lack of understanding. More international intercourse in all branches of human life, would, perhaps, have saved us from the last war.

[The above article reflects the view of one of the best known European Naval Architects, who has designed boats under both rules. It does not mean that YACHTING, or yachtsmen on this side, will concur in his findings, but it does contain some arguments that will bear careful thought. — Ed.]



Windlass with handles on high speed gear.

Boat chocks for sailing dinghy. Will fit boat either bottom or right side up.

Alice and Her Sister Ship *Carib II*

The Story of the Design and Construction of a Light Draft, Seaworthy Auxiliary for Off-Shore Work and for Cruising Around Florida and the Bahamas

By HENRY HOWARD

Part II. Details of Construction

IT will be noticed from the description of the construction of *Alice* in the last issue of YACHTING that some of the paragraphs on specifications called for locust wood. The reason for this is to avoid dry rot to which oak is so susceptible in a tropical climate. As I wanted this boat for use in Florida and the West Indies, and as I might wish to lay her up there during the summer, this was an important point to consider. Investigation showed that oak is all right below the water line and as the boat would always be laid up afloat we decided to make the frame of oak below the water line on account of its greater strength, and of locust above the water line with deck beams and planking of long leaf yellow pine, neither of which are subject to dry rot.

Everything on the boat is designed to promote ease of handling. The block on the jib sheet is on a traveler and the hauling part leads aft to where it may be reached from the cockpit. It was necessary to locate the traveler directly over the booby hatch. The design was made by S. S. Crocker in Mr. Alden's office and worked exceedingly well. It is shown in detail on drawing No. 16.

Putting the finishing touches on *Alice*.

As showing the thoroughness of the specifications furnished the builder I might give the following:

Cockpit: As per construction drawing. Sides and ends of 1¼" thick mahogany. Floor planked crosswise of two thicknesses of mahogany, with layer of cloth, laid in thick varnish between. Lower thickness ½" x 3", and upper thickness 5/8" x 3". Two fore and aft oak stiffening cleats, 1" x 2", to be fastened to bottom. Two 1½" diameter lead pipe scuppers with flanges of brass, screw fastened, fitted at forward end of cockpit, and draining through side of hull 3" above water line. Flush brass manhole, 20" diameter, with grating, as well as solid cover.

Cabin Top, three-ply: 7/8" tongue and grooved white pine on carlings running fore and aft, fastened at each crossing with galvanized nails chamferred on bottom. On top of this are two layers of ½" white pine each laid diagonally but in opposite directions, fastened at each crossing of carlings, and at ends with galvanized nails, and between carlings at each crossing with brass screws.

Deck: Main fore and aft decks to be made of 1¼" white pine, 1¾" wide, blind fastened with 3½" galvanized wire nails, 2 nails to be driven through each strake of deck between deck beams and carlines and 1 nail toed down into each beam and carline at each crossing. Deck laid as shown on construction drawing. Yellow pine covering board. Nibbing strake of white pine.

Mast Steps: Step for mainmast of oak as shown on construction drawing. Step for mizzen of structural iron built up to straddle engine mechanism as shown on drawing No. 5 securely bolted to frames as indicated.

Bulkheads: Between cabin and engine room to be double, of matched ½" yellow pine, not beaded, diagonal on engine room side and vertical on cabin side to tangent at companionway stairs from which point it will be vertical for both layers, the one on engine room side being yellow pine and that next companion stairs being mahogany varnished. Painted canvas to be laid between layers all the way round. Joint between mahogany and yellow pine to be covered by a vertical mahogany stock 2½" x 1½" varnished on cabin side and inside the engine room the joint between diagonal and vertical boarding to be covered by a 2" x 2½" yellow pine stock extending from floor to deck, to which the bulkhead is securely fastened. This bulkhead is also to be securely fastened to the deck beam, and frame of hull, and especially to the special watertight floor which is relied on to keep oil of engine room from working forward, as it is relied upon to hold the deck down against the pull of the main sheet as well as to brace the hull. Bulkhead between stateroom and forecastle to be same construction.

Mainboom: To be of clear Oregon pine, length as shown on sail plan. As this boom is to be used with a roller reefing gear the following points should be carefully observed. The boom must be nearly cylindrical but 1/8" larger dia. at middle than at ends. The diameter at each end before fitting for iron work to be 5½", the diameter at middle to be 5⅝". The sail will be secured to the boom by lacing to a wooden jackstay. This jackstay to be Canadian rock elm, ¾" x ⅞". The eyelets in sail for lacing will be 12" on centers, the corresponding gaps under the wooden jackstays will be bare ¼" deep and 3" long with 2¼" brass screw on each side of each opening to secure the jack stay to the boom. The iron work for the roller reef will be furnished by the owner and fitted by the builder (see drawing No. 11). The boom should project 2" beyond the swivel band for main sheet.

Roller Reefing Gear: To be of the design shown by Claud Worth on pages 183 to 187 of his *Yacht Cruising*, 1921 edition. Diameter of boom near goose neck 5½" which should be outside diameter of steel pipe used to fit on end of boom. This gear to include a swivel band for the outer end of boom, as per detail drawing No. 11. The revolving ring with lugs must be forged out of the solid without any riveting or welding or else made of cast steel of a quality that will allow ring to be flattened together on an anvil without showing any cracks. All parts to be galvanized after they are finished. (See sketch last issue.)

The above is merely a copy of some of the paragraphs out of the 149 which cover the completed boat.

Deck Iron for Stovepipe: The usual galvanized iron fitting with a gutter for holding water is a miserable thing on a yacht. When it rains or the boat keels over the liquid contents overflow and as this contains more or less tar and creosote from the combustion of the wood and coal, it stains the deck and side of the boat wherever it comes in contact with it. Lawley has a pattern designed to obviate this, but in an installation he made for me it nearly set the deck on fire. Drawing No. 29 shows a very satisfactory detail. It never overheats the deck and as it contains no water it cannot cause any staining.

One of the heaviest jobs when short handed is getting up anchor. I was greatly impressed by the following statement in Claud Worth's *Yacht Cruising*, page 251:

Frame ready for planking.

"*Windlass.* — Strength of construction and power are not the only requirements. One must be able to get the anchor in sight quickly before it fouls anything: the crank spindle must be two feet above the deck so that one may effectively use one's strength: there must be some means of veering chain quickly while having it always under command: pawls must hold often enough to prevent the possibility of injury from the crank handle when the chain is hove short and snubbing. The windlass made for *Tern III*, by Messers. Reid, of Paisley, I think could scarcely be improved upon. There are two speeds; there is a cone friction clutch for veering chain; the warping barrel can be worked with the same gear but independently of the chain wheel. It works so well that we care little whether we have to get in fifteen fathoms or fifty. In fact when there is room we habitually veer three shackles of chain even in shallow water and light weather."

I, therefore, bought a duplicate from Thomas Reid & Sons, Paisley, Scotland, and have found it to fulfill Worth's description in every way.

I also installed the same roller reefing gear described by Worth on pages 183 to 187 of his *Yachting Cruising*, buying it from his own builders, Pascall Atkey & Sons, Cowes, Isle of Wight.

The following is Worth's description for the benefit of those who do not possess a copy of his wonderfully interesting book:

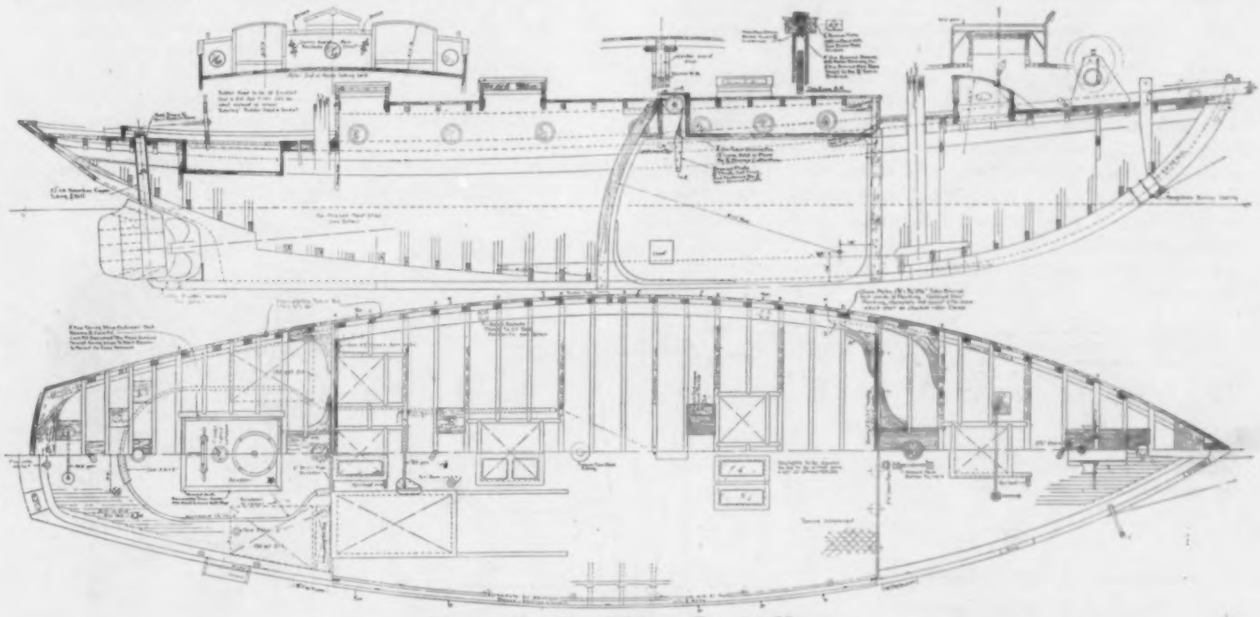
"I was perfectly satisfied with the ordinary reef tackle and pennants when I thought that there was no handier method of reefing a mainsail. But having once experienced the convenience of roller reefing gear I had no desire to go back to the old-fashioned method, *if a safe roller gear could be devised.* I have only seen one roller reefing gear which is perfectly safe. It is commonly known as the "Jersey patent," though I think it originated on the west coast of France. The boom is revolved by a chain or wire wound on a drum round the fore end of the boom, and passed round the barrel of a winch just abaft the mast. The chain or wire relieves the gooseneck of all twisting strain: this is the essential condition for safety. But the gear is rather too large and clumsy for a yacht. The worm and screw gear which we had in "Maud" worked beautifully; but the twisting strain caused by the pull of the luff of the sail was wholly borne by the gooseneck, so that we had two accidents with it. On one occasion this twist, aided by the thrust of the boom on a single knuckle-joint gooseneck, sheared off the vertical pin of the gooseneck, which was a full inch in diameter.

"After some experiments I devised a roller reefing gear which I consider entirely satisfactory. It is very simple, and easily made in mild steel, no castings and no very difficult smith's work being required.

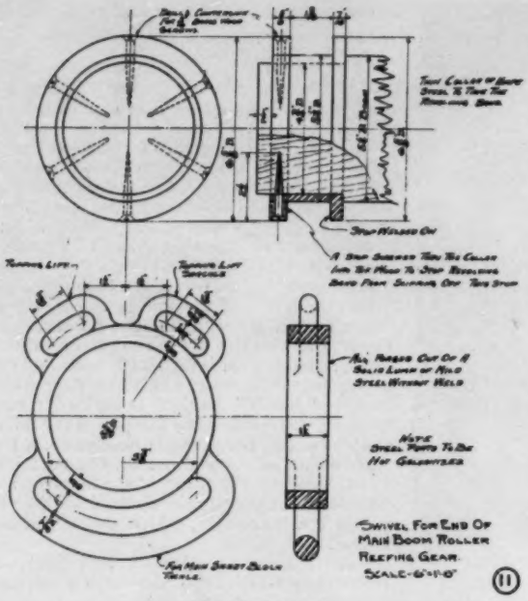
"The large tube from which the main part of the fitting is made is welded steam pipe, 5 inches outside diameter and ¼-inch thick. It can be bought in all sizes up to 12-inch diameter and in many different thicknesses. This tube at its after end is sawn to form straps for the boom. At its fore end teeth are cut with a hack-saw, each tooth measuring one inch in the direction of the circumference of the tube and projecting ⅜ inch. Close abaft the base of the teeth a collar of ¼-inch square iron is shrunk on and riveted. This collar is merely to prevent the pawl-ring slipping forward. Abaft this little collar, just where the centre of the pawl-ring will come, a circle of rectangular holes is cut in the tube. Each hole measures ¾-inch fore-and-aft X ½-inch. The bridges of metal left between the holes are ¾-inch wide.

"The drawings explain the pawl-ring. The pawl is 3½ inches long and ⅝ inch wide. The pin is usually a weak spot in any pawl arrangement. In this gear the pin, being a steel bolt well supported at each end, is enormously strong. From the lug on starboard side of the pawl-ring a strong steel wire goes to a bolt in the deck close abaft the mast. This takes the whole strain of the luff of the reefed sail. The lug on port side of the pawl-ring is connected with the bolt in the deck by a light wire and a spiral brass spring. This wire is merely to keep the pawl-ring in place during reefing. The spring is to allow the necessary elasticity when the boom is topped up.

"The steel gooseneck-spindle and the steel tube into which it



Construction plan of *Alice* — Drawing No. 4.



Drawing No. 11.

ships are shown in the drawing. The tube, of stock material, is 1-inch inside diameter and 1 3/8 inch outside, and is 9 inches long. The spindle and the inside of the tube are turned in a lathe to an accurate fit. A 1 3/8 inch hole is bored into the fore end of the boom and the tube is driven in. The spindle is just shipped into the tube, and the pull of the sail, sheet, topping lifts, etc., prevents its becoming unshipped, so that no nut or bolt is required for the purpose. The spindle has a neck to take the fork of the reefing lever.

"Encircling the after end of the boom is an ordinary revolving steel band with lugs for the mainsheet and the topping lifts.

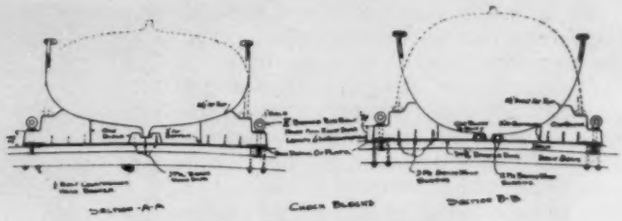
"In reefing, the throat halliard, and if necessary, the peak is eased up: the fork in the end of the reefing lever is shipped on to the neck of the gooseneck-spindle: the lever is made to engage in one of the teeth: the boom is hove round so as to roll up the sail, and the pawl holds it. In order that the sail may roll up evenly it is best to keep the peak well set up and to have a little wind in the sail. With this gear the only strain which the gooseneck has to bear is a direct end thrust, there being no twisting strain. The pull of the luff of the sail is entirely transmitted to the bolt in the deck.

"One often hears it said that a rolled mainsail does not set so well as a sail reefed in the ordinary way. This, I think, must be either because the boom is not stiff enough or because the gear is not handled properly. If the peak halliard is not set up enough the leach will come in on the boom and the sail will roll up in wrinkles. One great advantage of the gear is that one can so easily reef before the wind."

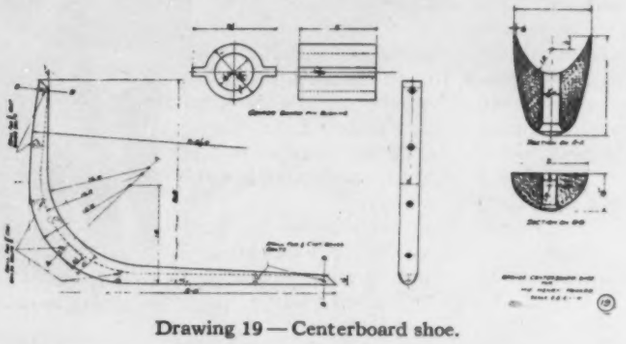
This reefing gear has been a joy, even though we have not encountered many breezes strong enough for a reef, yet the fact that it is there and that I, with the help of my daughter, can roll in as many reefs as are desired in a few minutes in rough weather, and with very little effort, gives one a feeling of confidence and a willingness to encounter heavy weather with a much smaller crew than would otherwise be safe.

I have seen some statements in American yachting magazines by American yacthsmen who had actually used a roller reefing gear that they had found no saving in time or labor owing to the difficulty encountered in making the sail roll up smoothly, which necessitated securing the boom amidship while the reef was being rolled in. I felt there must be something wrong somewhere and before ordering I got "Bill" Nutting, who knew Claud Worth, to send him all my questions, to which he very kindly replied — the result will be found in the specification covering roller reefing gear, already given. In addition, Dr. Worth said that to make the sail roll up smoothly it is only necessary to keep the peak halyard fairly tight and the throat halliard fairly slack. This will cause the sail to stretch itself out smooth and tight. Of course, the boom must be of practically the same diameter throughout its length.

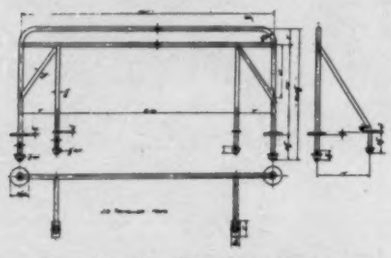
Perhaps the following actual experience will be of interest: About February 18th we were returning to Miami from Nassau and in the middle of the Gulf Stream encountered a sharp rain squall during which the wind shifted from southwest to northwest. This wind began to steadily increase in force until it was blowing about a number 6, with indication of further increase. The Gulf Stream at that point was running a good 3 knots in a northerly direction and naturally the sea was making up quite fast. This seemed like an excellent opportunity to try out the roller feef. All hands were below except my daughter, my deck hand and myself. I told my daughter, who was steering, to keep right on our course which was



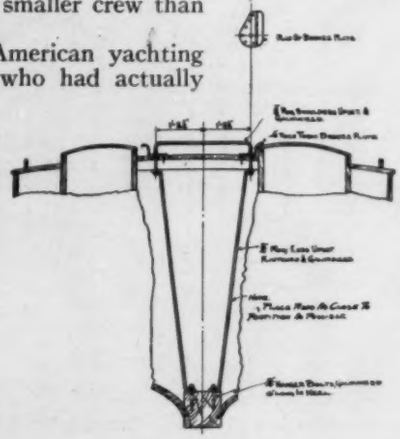
Drawing 33 — Details of chock blocks.



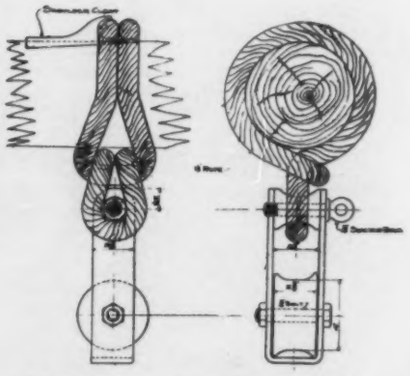
Drawing 19 — Centerboard shoe.



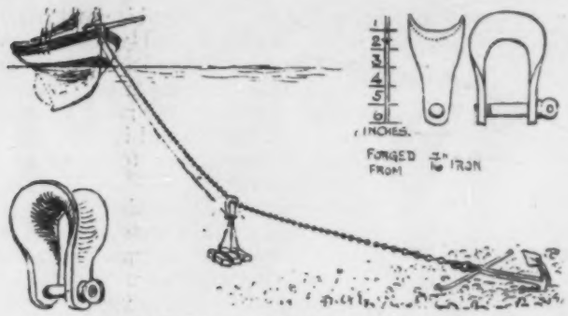
Drawing 16 — Jib sheet traveler.



Right — Drawing 12 — Anchorage for main traveler.



Drawing 35 — Bowsprit chain lead.

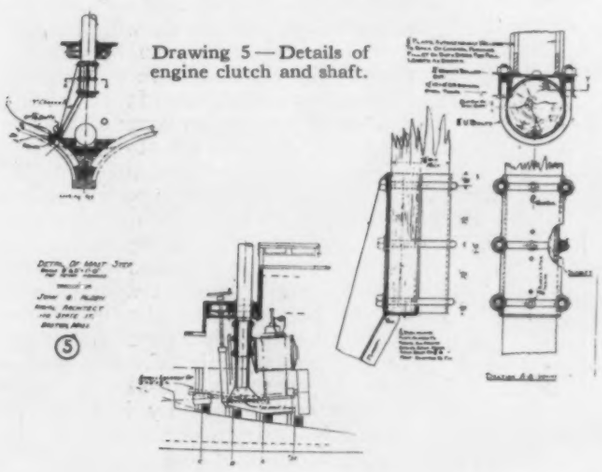


Anchor chain traveler with weight. It makes anchor hold better and reduces strain on chain when boat is jumping into a sea.

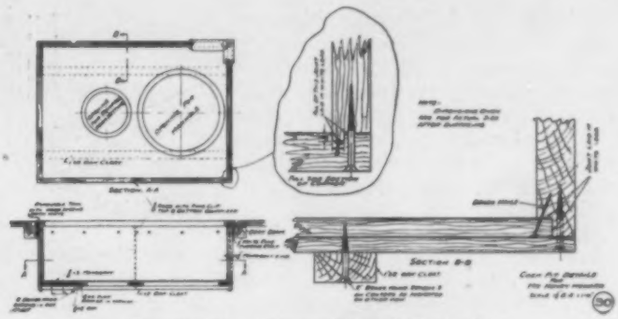
west, then slacked off the main sheet until the mainsail was shaking freely in the wind, at the same time taking up the slack in the weather quarter-lift. I next instructed my deck hand to lower away slowly on the throat and peak halliards but only just fast enough to keep pace with rate at which I was rolling up the sail on the boom, of course, taking care to always keep more strain on the peak. After rolling in a single reef, which was all we needed, we swayed up well on both throat and peak, then trimmed in the main sheet and had as pretty a setting reefed sail as I have ever seen. The whole operation took not over 6 or 7 minutes. An hour later, in rougher sea, the wind moderated so we set the whole sail again. This only involved slacking off the main sheet until the sail was shaking in the wind, releasing the pawl which prevents the boom from unrolling and hoisting the sail up to where it belongs.

If my daughter had not been available the tiller could have been lashed for speed and the boat left to steer herself under jib and mizzen. Or if it had been blowing so hard that those sails had been taken in, the boat could have been jogged along with main sheet well off and tiller lashed a little by the lee — which would have kept the mainsail shaking and allow as many reefs as desired to be rolled in. No more than two people are needed for rolling the reefs, one to roll the boom and the other to ease off on the halliards. And it is of course possible in an emergency for one person to do the whole thing alone.

The Raised Deck: One important structural detail in my boat is the construction of the raised deck or cabin top, already described in the specifications. The triple planking with two diagonal layers well fastened makes the deck in effect a rigid slab which prevents wringing of the boat when carrying sail. This detail is particularly important for a light draft boat because the shape of



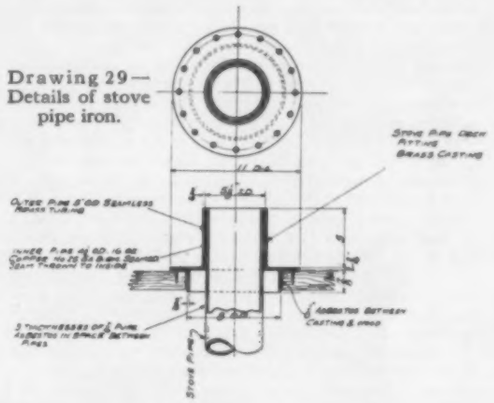
Drawing 5 — Details of engine clutch and shaft.



Drawing 30 — Removable cockpit details.

the hull without some such construction will not resist such strains as well as a deep bodied boat. The frames are, of course, carried right up to the raised deck with natural knees at every other frame and the arrangement of the clamp worked out in a very clever manner, by Alden, to avoid interfering with the air ports. I have frequently been asked why I did not carry the raised deck right forward to the stem. There are several good reasons for the present design:

1. It makes possible the installation of a number of good-sized air ports in a location always facing the wind when the boat is at anchor,

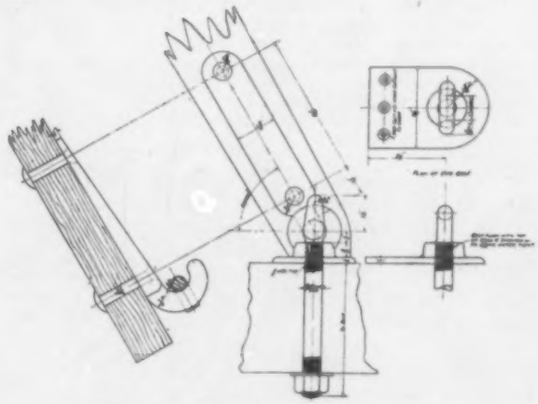


Drawing 29 — Details of stove pipe iron.

and when under way they can be kept open except in very rough weather.

2. In very rough weather when seas are shipped over the bow, this break in the deck shoots them off to leeward and prevents them from ever coming aft.

3. The forward deck at its normal level gives a much better chance to work around the anchor or, in fact, to any work forward that may be necessary when the boat is under way in rough water. The forward and after ends of the raised deck are very strong, being of yellow pine 1¾" thick and through bolted to the main deck beam every 16 inches.



Drawing 34 — Details of boom crotch.

The raised deck construction, as previously pointed out, is not only much stronger than a deck with a raised cabin trunk, but immensely increases the righting moments in case of a knockdown, and its canvas covering is the best possible construction to insure a tight deck in a tropical climate.

Regarding anchors, I have three Herreshoff anchors — one of 150 lbs. one of 75 lbs. and a small kedge of 40 lbs. I carry two anchor chains of 50 fathoms each — best quality of hand welded 7/16" diameter. Also a 40-fathom 3½" (circumference) manila hawser and 50 fathoms of 1½" circumference manila line for the kedge anchor.

Traveler for Anchor Chain: Here I have again borrowed from Claud Worth's experience. The drawing was carefully developed from his sketches and description. As this detail may not only be the means of saving a boat, but the lives of those on board, if she is so unfortunate as to be obliged to anchor in a dangerous location, I am quoting herewith in full Dr. Worth's description and experience with this device:

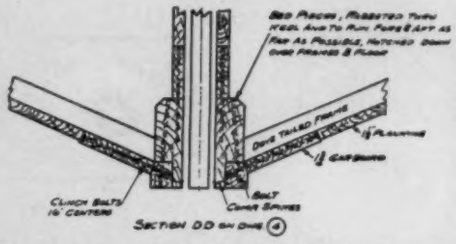
"The best shape and dimensions were gradually found by experiment. The bow of the shackle is saddle-shaped. It is of vital importance that the inside of the bow, in the fore-and-aft direction, form a complete semi-circle, and this curvature must be carried round to the sides also. If it be made flatter than this the lips are apt to catch in the chain and not slide freely. The fore-and-aft measurement from lip to lip on the top of the bow is 3¼". The transverse width inside is 3". The transverse width outside, at the widest part is 5". This traveler is large enough for any chain up to ⅝" diameter, and is not too large for the smallest chain. During the first season we found the 70-lb. pig of ballast too heavy to handle conveniently, but a 40-lb. pig was easily carried about the deck. So we picked out three 40-lb. pigs, and worked round each a rope strop with a tail 2½ feet long, ending in an eye spliced round a thimble. Generally two pigs were used. The pigs were laid on deck right forward, the traveler put over the chain outside the hawse hole and the pin passed through the thimbles and screwed tight. A line was made fast to the pin of the traveler and belayed. The pigs were then dropped overboard, one by one, and the traveler lowered away by the line. After 30 years' experience of it, I consider this gear of more value in a small yacht than a second bower anchor and chain, besides taking up scarcely any room, since the pigs form part of the ballast.

"A much more frequent use of the traveler is to save the trouble of mooring when brought up for a night in a tideway in light weather. The helm is lashed so as to give the vessel a sheer. At the turn of the tide she rides to the weight on the bottom. If the tide gathers sufficient strength to tow the weight, the helm gives the vessel a wide sweep clear of her anchor.

"When the pigs are to be got in again, if there is still a strain on the chain, the traveler may be easily hauled up the chain. In a calm, when the weights will be on the bottom and the chain on top of them, the slack of the chain must first be got in.

"We often had to leave our ship away from her home port unattended from one week-end to the next, or longer. We moored her with bower and kedge, the kedge warp being made fast to the chain and lowered to the bottom. The traveler and weights lowered down the chain to the bridle made the yacht so secure that no gale could hurt her."

Bowsprit Chain Lead: This is another detail for which I am indebted to Claud Worth. It is shown in detail on drawing No. 35. The strop around the bowsprit is of 3½" circumference manila rope. The arrangement is especially useful when short handed and getting under way in a crowded anchorage, as the anchor can be left hanging close up under the bowsprit until you have plenty of sea room without any danger of marring the boat. I found it particularly useful in the inland waterway en route to Florida, as it saved all the trouble of getting the anchor on deck when we were in the narrow waterways and canals, and it was, therefore, always ready to drop at a moment's notice.



Drawing 4A — Section through centerboard trunk.

Rigging: The shrouds on both the main and mizzen masts are given sufficient spread to make the use of runner or back stays unnecessary under all ordinary conditions although runners are provided for the mainmast for use when running before a very strong wind with a squaresail.

A forestay with turnbuckle is provided and may be connected to the gammon iron in heavy weather. It is used for carrying the storm jib and also makes the main mast secure in case the bobstay or bowsprit should carry away.

In a calm with heavy sea, the slatting of the mainsail brings severe strains on the main traveler. I, therefore, provided a special anchorage (see drawing No. 12) which transfers these strains direct to the keel. These rods lie close against the engine room bulkhead and take up no appreciable room.

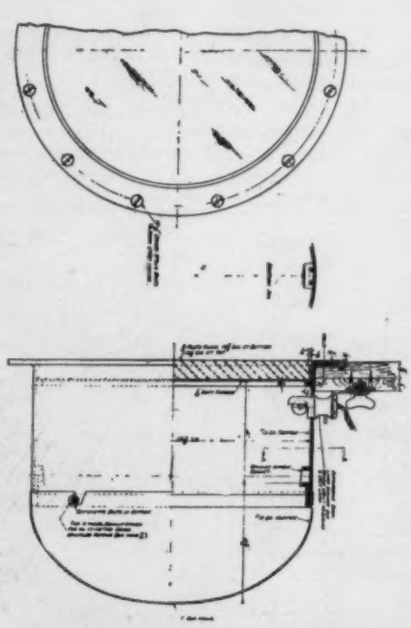
Bobstay: Munroe's detail has been very satisfactory. It is as follows:

"This will consist of a ⅝" dia. bronze wire rope spliced into a solid bronze thimble at each end. The lower end is fastened to the stem-casting by a ¾" bronze shackle; the upper eye connects with a ⅞" Merriman Bros. bronze turnbuckle. The opening of one jaw will take the ⅝" wire rope thimble while the other jaw connects to iron work on end of bowsprit. The bronze wire rope is served with No. 12 gage soft brass wire its entire length. Merriman Bros. solid bronze thimbles are used for eye splices on the bronze rope."

Iron Work: All the iron was originally planned to be hand forged. In view, however, of the present excessively high labor cost we were able to substitute, except for the travelers, manganese bronze castings with a guaranteed tensile strength of 100,000 lbs. at a considerable saving, even after paying for the patterns and, I believe, obtained a more reliable job.

The engine clutch and shaft is directly under the mizzenmast and drawing No. 5 shows the detail of the iron work which gives access to the engine and at the same time makes the mast as secure as if stepped in the keel. The cockpit opening in the deck is large enough for removing the oil tanks, and the cockpit itself is built separately and may be easily removed as a whole (see drawing No. 30) if it is ever necessary to remove the tanks. The oil tanks are so securely braced there is no danger of their moving if the boat were on her beam ends while the tanks were still full of oil.

The centerboard pennant is a ½" diameter bronze tiller rope and passes over nothing smaller than 8" diameter sheaves. The bulkhead separating the engine room from the cabin is vertically and diagonally planked with painted canvas between and absolutely prevents all odors from passing through. In connection with this bulkhead a floor is worked across and made oil and water tight by Portland cement. A separate pump well is pro-



Drawing 24 — Deck setting for compass.

(*Continued on page 106*)

The Venetian Casino and pool at Coral Gables, near Miami, Florida.

The Florida Racing Season is Ahead

Many Events Scheduled for the Winter and a New Class Organized for Tampa Bay

ALTHOUGH the southern season is just starting, many plans are already in the making which indicate that the speed boats will be out in force in Florida waters this winter.

For several years March has been the big month in Miami waters for the flyers. The races there will again be held during that month, when Biscayne Bay is at its best for high speed boats. There will be the usual run of events for the high powered boats and several craft from northern waters will be shipped down to Miami in time for the regatta. The Biscayne Bay Babies, that wholesome little 18-foot one-design class, will also be out in force to give their owners or drivers all the thrills they want. At Coral Gables a new class of small sail boats, known as the Cricket Class, will furnish keen racing for those that love the pull of a tiller.

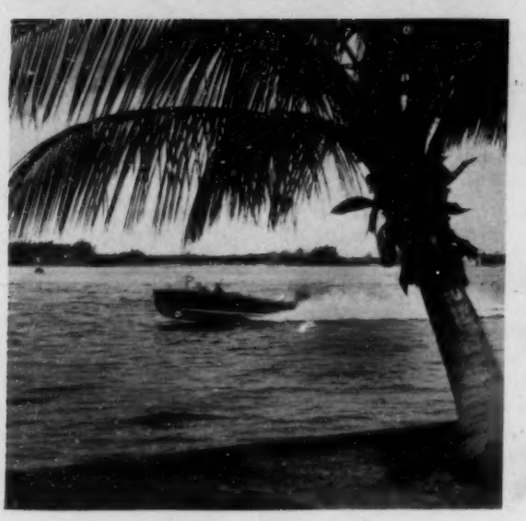
At Palm Beach, under the auspices of the energetic officers of the Palm Beach Yacht Club, a regatta will be held on February 20th, 21st and 22nd under Mississippi Valley Power Boat Association rules. The principal class here will be the 151-cubic-inch boats, mostly small hydroplanes, and a number of flyers from the middle west, as well as from New York and other northern waters will be on hand to race for the Royal Poinciana Trophy. The Bradley Challenge Cup, for unlimited displacement boats, will be contested and there will also be classes for the local boats on Lake Worth. It will be a regatta well worth taking in.

A new gold trophy recently donated to the A. P. B. A. by Col. E. H. R. Green for outboard motor boats will tempt a lot of these little craft to come out. The first race will be held in Florida waters this winter, the date not yet being set.

Over on the west coast of Florida, racing is fast coming into its own. At Tampa, D. P. Davis has done a lot to develop the sport under the colors of the Davis Id. Yacht Club. A new class of Tampa Bay-bies will be out, with enough power to give a speed of 42 miles per hour, that will make the best of racing. Mr. Davis's Gold Cup Challenger, *Miss Tampa*, will be there, and craft from all parts of the country will be entered in the most comprehensive program ever attempted in Florida.

Hitting it up on Tampa Bay. The *Lively Bee's Wing*, owned by D. P. Davis, of Davis Island.

The lakes around Winter Haven, Florida, as seen from an aeroplane. No wonder motor-boating is popular in these waters.



(Above) Old Fort Marion, at St. Augustine, on the Inland Route to Southern Florida.

(Left) High speed runabouts take the place of motor cars on the Florida coast.

On the Halifax River one passes Daytona with its famous beach, and the Halifax Yacht Club.

Palms and palmetto line the banks of the rivers, lakes and canals that stretch, inside the beach, from Fernandina to Miami.

Meeting of the Yacht Racing Association

Report of the President and Recorder

THE fall meeting of the Yacht Racing Association of Long Island Sound, held in New York late in October, brought out a large attendance of racing yachtsmen, and many matters of great interest to the future of the sport on the Sound were discussed. The activities of the past season and the plans for the future were embodied in the report of the President, Clifford D. Mallory, and of the Recorder of the Association, W. P. Stephens. While it is not possible, on account of lack of space, to print those reports here in full, they contain so much of interest to yachtsmen generally that we quote from them as liberally as possible. The full reports are printed in pamphlet form and may be had by those interested in reading them in full.

Report of the President

"It is a great pleasure to welcome you at this time which is so near the close of the racing season and to be able to look back on the past year as one of real accomplishment. Much has been done, but there is much left to be done. The results of this last year, and the enthusiasm and encouragement found on all sides, furnish a great incentive to me and to your Executive Committee for renewed and even more vigorous efforts.

* * *

Last fall four important Special Committees were appointed:

Committee on Measurements— W. A. W. Stewart, Chairman.
Committee on Racing Rules — H. L. Maxwell, Chairman.
Committee on New Classes — Donald H. Cowl, Chairman.
Committee on Scope and Functions — Chas. Lee Andrews, Chairman.

The work of these Committees speaks for them and full credit is due the Chairmen. Your Association is indeed fortunate in having gentlemen of the caliber and ability of Messrs. Stewart, Maxwell, Cowl and Andrews, and this in itself indicates the secure position of the yacht racing on Long Island Sound.

The first two Committees worked in close harmony with a Committee of the New York Yacht Club appointed by Commodore Nichols, with the result that for the first time our rules agree in nearly every particular. The Marblehead authorities were also conferred with and kept informed. There is still much work to be done in connection with measurement and racing rules; both Committees are now at work, the contact with the New York Club will continue to be very close, and the result cannot bring anything but harmony and satisfaction.

The Committee on New Classes had a difficult problem to handle and did it well. Class R was started with nine new boats and one bought from Marblehead and I have the great pleasure of announcing that four new R's have been ordered for next season; there are the best of prospects for more, and so far as we know all the old boats will remain on the Sound. A smaller class designated as Junior Association boats was also started with about 18 orders; unfortunately the boats came out late, but the owners report satisfaction and I believe more will be built this Winter. The orders for 16 Seawanhaka Schooners took a large amount of likely material out of the market or otherwise we might have been able to start another class larger than R. This Committee is now most active and Mr. Cowl will report the result of a meeting which he called for October 13th. I wish to say that I trust that any club or individual will allow us to help in the matter of new boats, as I am sure we are in a position to assist, and I am convinced that better results all around will be obtained by supporting a few good classes with prospects of inter-sectional competition, (as has been the case with the Victorys, S Class and Stars) than by building a few boats to a class that is known only locally. I do not mean to suggest confining building to the classes mentioned, but to concentrate on a few classes that are likely to become generally popular, and which will maintain their values for a long time.

The Committee on Scope and Functions covers a wide field, and has been asked to solve some very difficult problems. One of these is the question of increased revenue. You will recall that at the meeting last spring this subject was discussed with the delegates, and many ideas were advanced. All of these have been before the Committee, and I hope Mr. Andrews will be prepared to make recommendations.

The Eastern Yacht Club and the Corinthian Yacht Club of Marblehead instituted an entrance fee arrangement for the season of 1925, whereby all yachts desiring to race for the championship for the season were compelled to enter and pay substantial fees to both Clubs. Briefly, the season's fee for each Club was $25.00 for the 40s, Bar Harbors Class Q, Class R, and Herreshoff Class S, the other classes below being graded $20.00, $15.00 and $5.00.

* * *

The officers of the Marblehead Clubs feel that the scheme has worked out even beyond their expectations, and they are very enthusiastic.

The Executive Committee are of the opinion that additional revenue should be secured in some manner, and I sincerely trust that a plan will be devised in order that we may carry on our work without finding it necessary to appeal to individual yachtsmen, as was the case in the past season.

* * *

In my last report I made some mention of the fact that agitation had been started to form a Yacht Racing Association to act as a parent body for the North American Continent. Information which has reached me indicates there is a very keen desire in various localities that this should be brought about, and the matter has been given careful consideration by the Executive Committee. It was finally decided that an invitation should be extended by the Executive Committee to all Yacht Racing Associations or Unions where yachting is organized, and to individual Clubs where no Associations are in effect, to attend a meeting to be held in New York City on November 12th. The representatives will have an opportunity to discuss the entire situation; decide if a parent body is advisable, and if so, how it is to be formed and what its functions are to be. I trust the activity of the Executive Committee in this matter will meet the approval of the Delegates, and you may rest assured that the interests of the local Association will be given first consideration at all times, but it is our belief that the interests of yachting locally and as a whole will be benefited by the formation of a controlling body covering the North American Continent.

I am not satisfied that our Association has by any means accomplished all that should be done for the benefit of yacht racing owners. It is possible that the Association should be of benefit even to cruising owners. If it were decided that the functions should be expanded to cover the coördination of the interests any yacht owner has in the sport, there are matters of employment of crews, insurance, and various subjects which might be taken up, if it seems best to do so. This is a matter which will be left for suggestions.

CLIFFORD D. MALLORY.

Report of the Recorder

I beg to offer the following report of the work of the Recorder and of the general course of the Y. R. A. racing during the season of 1925: * * *

The standard form of Race Program is now in general use; in the nine programs printed through the Recorder some minor changes have been made in the line of simplification, and those issued at the end of the season seem thoroughly satisfactory. While the standard form is followed in general, there is a disposition in some cases to alter the minor details. Even though the change may be an improvement, the principle of standardization and uniformity is sacrificed; with resulting confusion in the minds of those who read the program in the hurry of a start. * * *

The conditions governing the Y. R. A. Championships were changed this year by the insertion of a proviso that medals would be given only in those classes which had averaged at three starters on two-thirds of the scheduled race days; with the idea that the competition between only two yachts in a class, probably dividing the honors almost evenly, was not worthy of encouragement.

That so few yachts qualified for the Championship seems to be due, at least in part, to the failure of owners to recognize this provision and also the accompanying requirement of 14 starts out of 20 scheduled races.

While many yachts might as easily have started 14 times as 11, 12 or 13, some have been barred by absence at other races; in fairness to these latter, it is suggested that a paragraph somewhat as follows be incorporated in the Championship conditions: — Absence from a Y. R. A. Championship race through participation in such events as the cruise of the New York Y. C., international matches and their trials, and similar contests, may be counted, by permission of the Executive Committee, as equivalent to a start in such Y. R. A. race; but no points shall be awarded.

One of the main objects of the Association is to promote yacht racing; to this end the efforts of the executive are mainly directed and the Championship medals are provided. The conditions of the Y. R. A. Championships have been changed at times to promote entries, but the record of this year's racing shows that the desired end has not yet been attained.

W. P. STEPHENS,
Recorder.

Yachting

Herbert L. Stone, Editor

Samuel Wetherill, Associate Editor

Editorial

Formation of a North American Yacht Racing Union

AT the call of the Executive Committee of the Yacht Racing Association of Long Island Sound a large number of yachtsmen, most of them delegates from the various yacht racing associations of this country and Canada, met in New York on November 12th to discuss the advisability of forming a union of the yacht racing associations of North America.

The need for some sort of a parent body to look after the interest and welfare of yacht racing on this continent has been felt for some time, but there have always been difficulties in the way of its accomplishment. Yet the yachtsmen of this country have, by and large, a common interest, and it is only logical that there should be an organization to look after the good of the sport, as there is in nearly every other organized sport in this country, or as there is in yachting abroad. Certainly the yachtsmen who attended the meeting on November 12th — and nearly every local yacht racing association in the United States and Canada was represented — felt a keen desire for the formation of such a body. There is surely much to be accomplished through coöperation in the matter of standardization of yacht racing rules, of measurement rules, of interpretation of rules, through the establishment of a court of appeals in the matter of protests, and the like.

The outcome of this meeting was the formation of the North American Yacht Racing Union, an organization which, as its name implies, is a union of the various local yacht racing associations on this continent. The Union is to be largely advisory in its scope. Its affairs will be managed by its officers and a strong executive committee.

In addition to representation by yachting associations, there will be an individual membership, open to members of any recognized yacht club, who may attend all meetings, take part in the discussions, and by their advice and experience help to guide the organization in looking after the best interest of the sport.

Properly organized and led, such a body should be of lasting benefit to yacht racing. It will, of course, have to grow slowly and have to prove its worth as it goes along; but it is something that is most necessary in this country if yachting as a sport is to grow nationally instead of locally, as it has done all too frequently in the past.

The officers of the new association who were elected at this meeting are: President, C. D. Mallory, New York; Vice-President, Norman Gooderham, Toronto; Secretary, Donald H. Cowl, New York; Treasurer, F. D. Porter, Chicago. Executive Committee, the above officers and J. V. Santry, Boston; Ernest Lee Jahncke, New Orleans; Ben Weston, Los Angeles.

The new association has our best wishes. We believe it will succeed and be a lasting force for good.

Removal of Yacht Tax Probable

If the present plans of the Ways and Means Committee of the House of Representatives go through, it is probable that the annual tax on the use of yachts will be abolished next year. The committee has classed it as being among the so-called nuisance taxes and has recommended that it be dropped. This will be a relief to boat owners who were forced to pay from one to four dollars an over-all foot annually, depending on the length of their boats, for the privilege of owning and using them throughout the season. The National Association of Engine and Boat Manufacturers have fought this tax on behalf of boat owners, and to them is largely due the credit of getting the favorable attention of the Committee of the House.

The Bermuda Race

Already a number of entries for the race to Bermuda next June have been received, even before the conditions of the race have been announced. The date of the race has been set for June 12th, probably from New London. The Bermuda Race Committee has not yet decided on all of the conditions, or if any changes in the measurement rule will be made. In regard to the latter, it is the general feeling that the simplicity of the rule heretofore used has made it satisfactory, and no great change is contemplated, although some other factors besides length may be added. In general, the racing conditions and the classes will not differ greatly from those for the 1924 race.

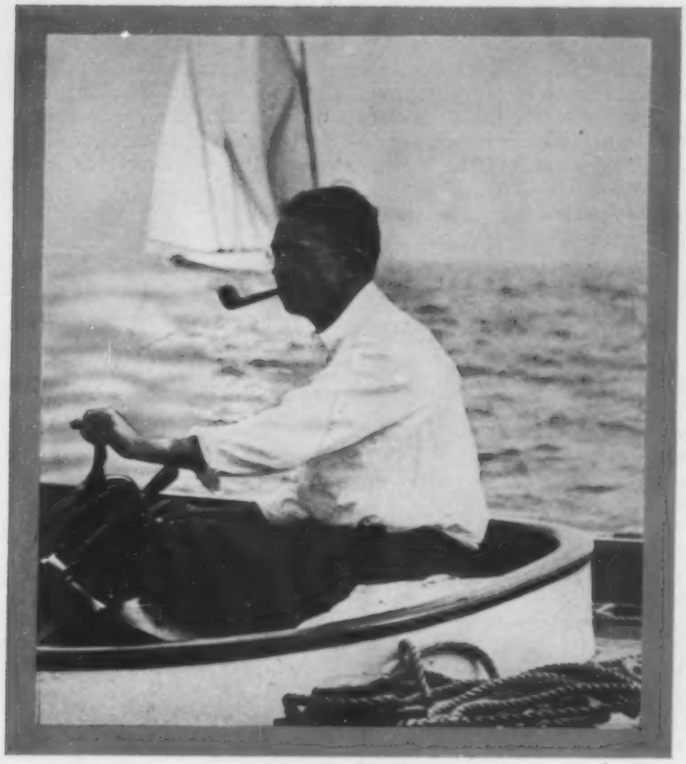
It looks as if the fleet this year will be the largest that has ever made the run to the Islands, or ever taken part in an ocean race of this length. Prospective entrants should, however, make up their minds early if they intend to enter and allow plenty of time to make proper preparations. The history of the race in the past shows that the best prepared boat has the best chance.

The Motor Boat Show

The Twenty-first Annual Motor Boat Show will be held this year from January 22nd to 30th. It will be housed, as usual, at the Grand Central Palace and with the tremendous activity in boating it promises to be the largest exhibition of marine craft and engines ever seen in this country, or anywhere in the world, for that matter. By November 1st, some two and a half months before the opening, Ira Hand, the Secretary of the National Association, which runs the exhibition, announced that all the floor space had been oversubscribed for. In order to supply the greatly increased demand for boats of all types, an unusually large number of both power and sail boats will be exhibited.

The Motor Boat Show always plays a big part in the yachting year, and yachtsmen from all parts of the United States and Canada make it a point to attend. So don't forget the dates — January 22nd to 30th.

In the World of Yachting



PHILIP R. MALLORY

THERE are few racing yachtsmen on Long Island Sound who are better known than Philip R. Mallory, Commodore of the American Yacht Club, of Rye, New York, and few who have the interest of the sport at large so much at heart.

Like many of our racing skippers on the Atlantic coast he started his "career" in small boats on Long Island Sound, back in the nineties, when he raced with his brother, Clifford D. Mallory, in the one-rater "Gold Bug" and in other small boats. Yet he is equally at home on large yachts, and for several years he owned and sailed the 40-footer "Mistral," and, following that, the 50-footer "Mystic," which he sailed with "Cliff" throughout the season of 1924. When the movement to revive the R Class on Long Island Sound was started last year he supported it enthusiastically and was one of the first to get a boat, purchasing the "Quiver" at Marblehead. In her he won the Sound championship in the R Class this year. He also sailed the schooner "Mystic" in the Gloucester race this year, winning in the schooner class in that long 260-mile event.

As Commodore of the American Yacht Club this year, he, with the help of the other officers, has, in one short season, made that club an active racing organization and instilled a yachting spirit that had not been much in evidence there for some years.

He is a member of the Executive Committee of the Yacht Racing Association of Long Island Sound, and has worked hard, through that organization, in the interest of organized racing on the Sound. He is also a member of the New York Yacht Club, and the Cruising Club of America.

A New Inter-Club Class for Long Island Sound

LONG ISLAND SOUND is to have a new one-design class for next summer, the first one of any size since the Victory class came out six years ago, and the one-design S class the following year.

Believing that there has been, for some time, a demand for a class of yachts on the Sound between the numerous classes of small boats turned out for the junior sailors and the larger open class yachts, which are expensive to build and to keep up, members of several of the leading yacht clubs in New York waters decided to promote a new one-design racing class that would fulfill this need.

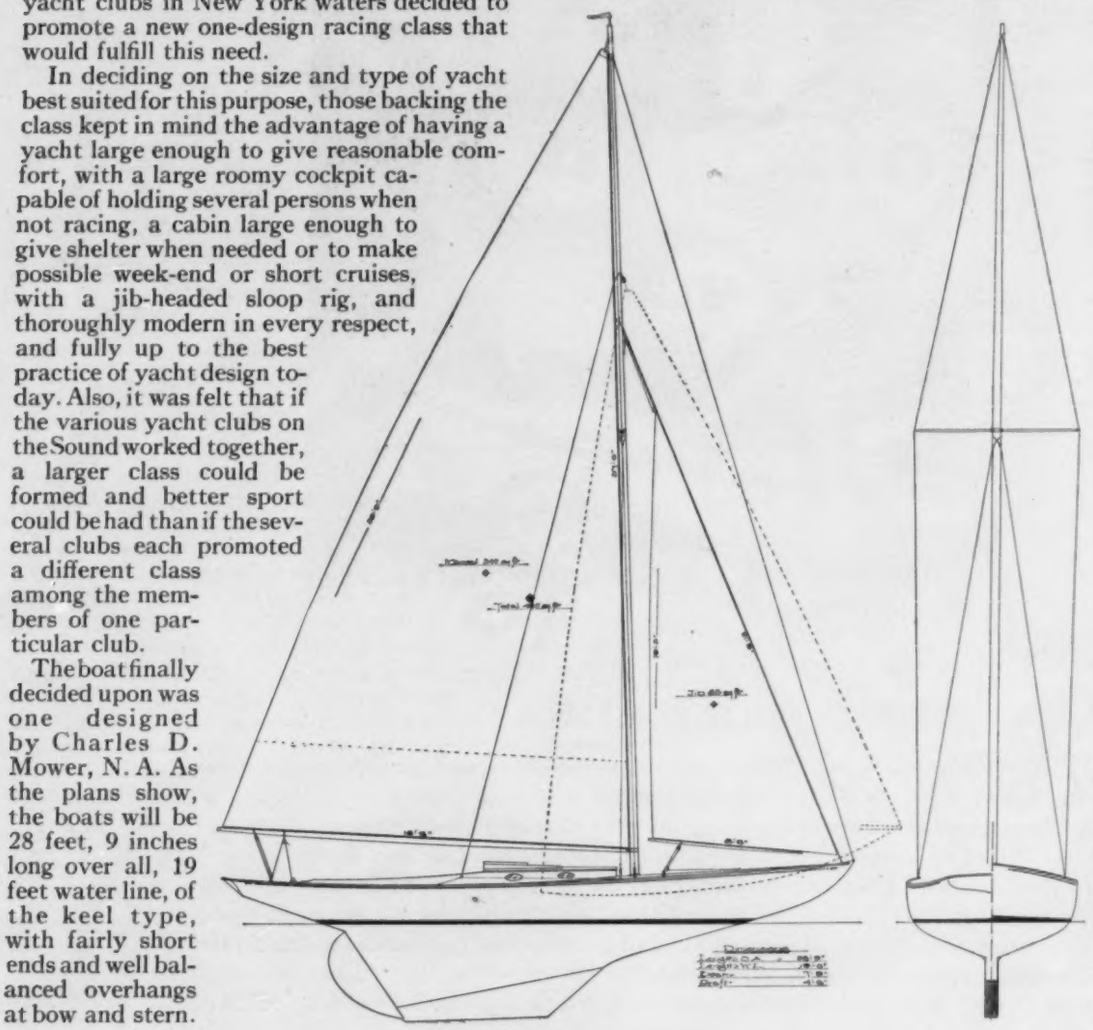
In deciding on the size and type of yacht best suited for this purpose, those backing the class kept in mind the advantage of having a yacht large enough to give reasonable comfort, with a large roomy cockpit capable of holding several persons when not racing, a cabin large enough to give shelter when needed or to make possible week-end or short cruises, with a jib-headed sloop rig, and thoroughly modern in every respect, and fully up to the best practice of yacht design today. Also, it was felt that if the various yacht clubs on the Sound worked together, a larger class could be formed and better sport could be had than if the several clubs each promoted a different class among the members of one particular club.

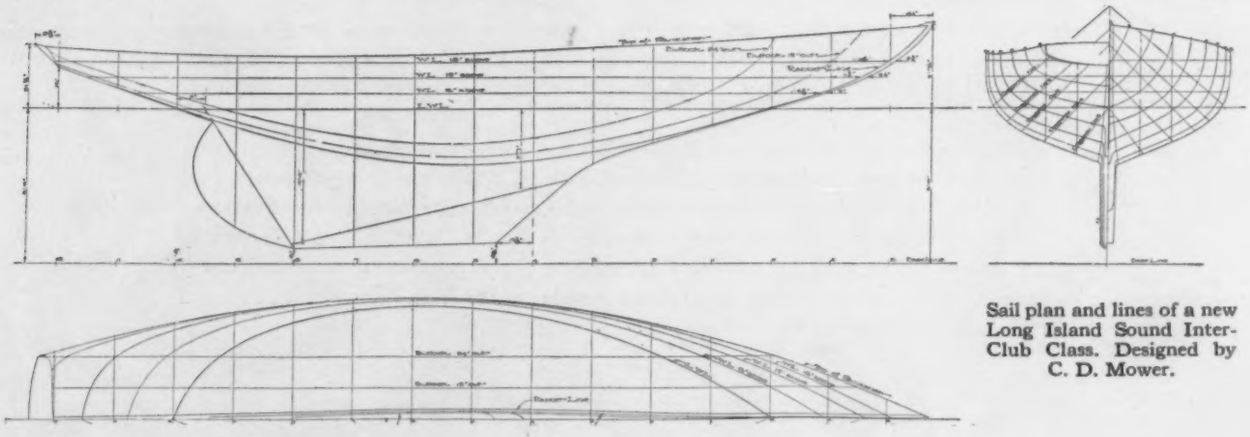
The boat finally decided upon was one designed by Charles D. Mower, N. A. As the plans show, the boats will be 28 feet, 9 inches long over all, 19 feet water line, of the keel type, with fairly short ends and well balanced overhangs at bow and stern. The beam will be 7 feet, 9 inches in order to get as much room in the cockpit as possible and to give a good, stiff, able boat that will sail on her bottom and not on her side in a hard breeze. The draft has been kept moderate, being 4 feet 6 inches, with a fairly long keel and straight keel-bottom so that she can be docked easily and laid on the beach over a tide for cleaning. The sail area of 425 square feet is sufficient to make her fast in the prevailing light weather conditions on the Sound and at the same time her beam will enable her to carry her sail well in a breeze.

In general, she is a fine, able little boat, handsome, well proportioned, with two full-length transom berths below and more room aboard than many open class yachts of greater size.

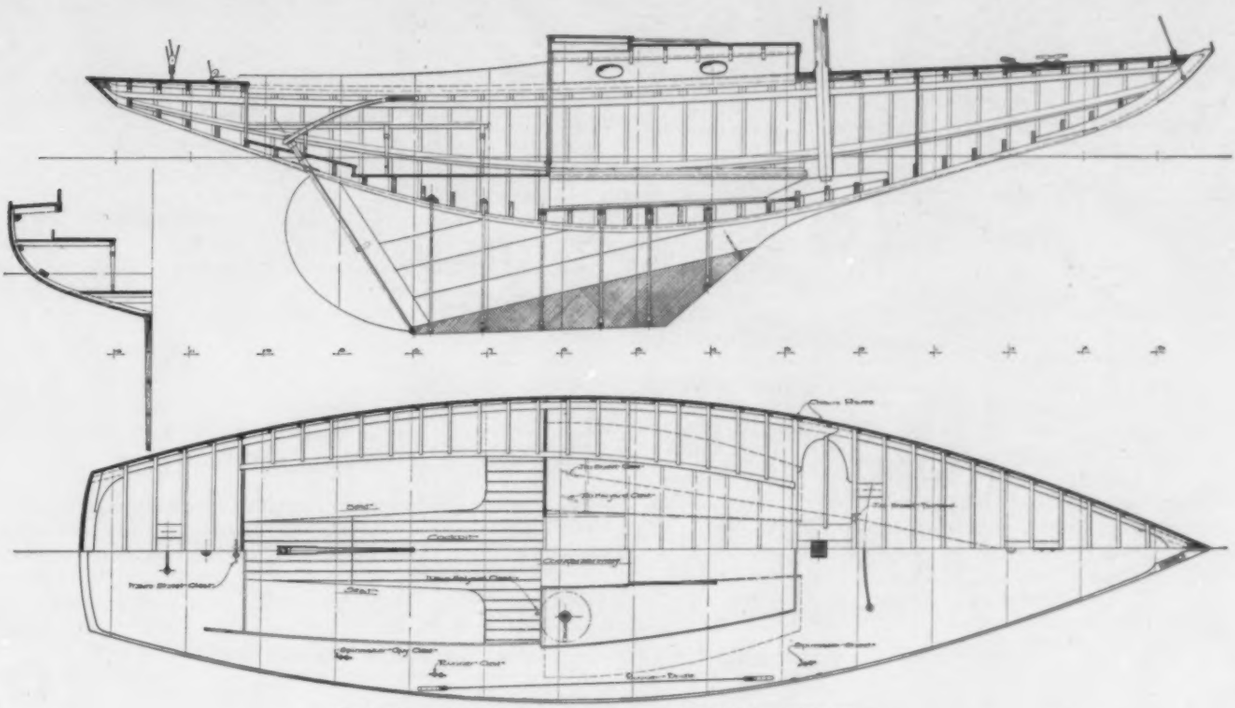
The new boats will be built by Nevins, at City Island, and the total cost, including sails and fittings, will be under $2,500.

As the class is to be primarily inter-club, and has the support of the Yacht Racing Association of Long Island Sound, it is foreseen that the boats will be owned in most of the clubs on the Sound. Already members of the Larchmont, American, Stamford, Indian Harbor, and Man-





Sail plan and lines of a new Long Island Sound Inter-Club Class. Designed by C. D. Mower.



Deck plan and inboard profile of new Sound Inter-Club Class.

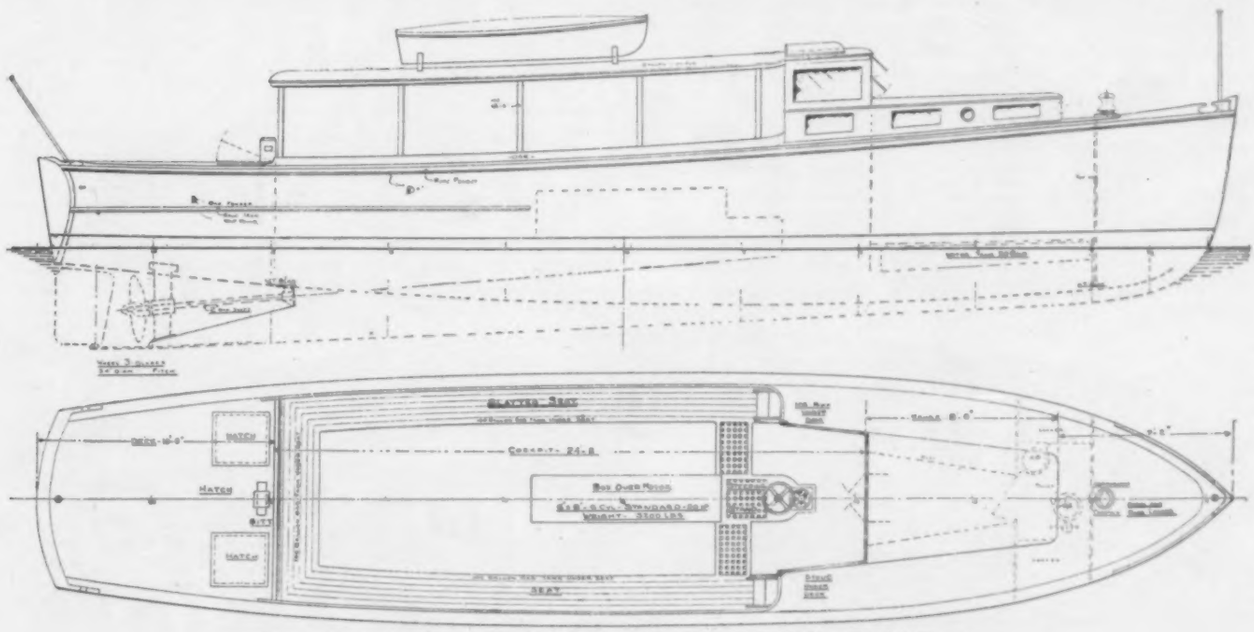
hasset Bay Yacht Clubs have signed up for boats, and fifteen have been ordered as a starter.

The following are among those who have placed orders: Carroll B. Alker, E. P. Alker and Donald H. Cowl, Stuyvestent Wainwright, O. M. Mitchell, J. B. Shethar, E. T. Fox, C. B. Richards, George M. L. LaBranche, Louis Carreau, Henry E. Alker, H. Williams, C. H. Appleby, Samuel Wetherill, J. B. Meyer and Ralph H. Hubbard.

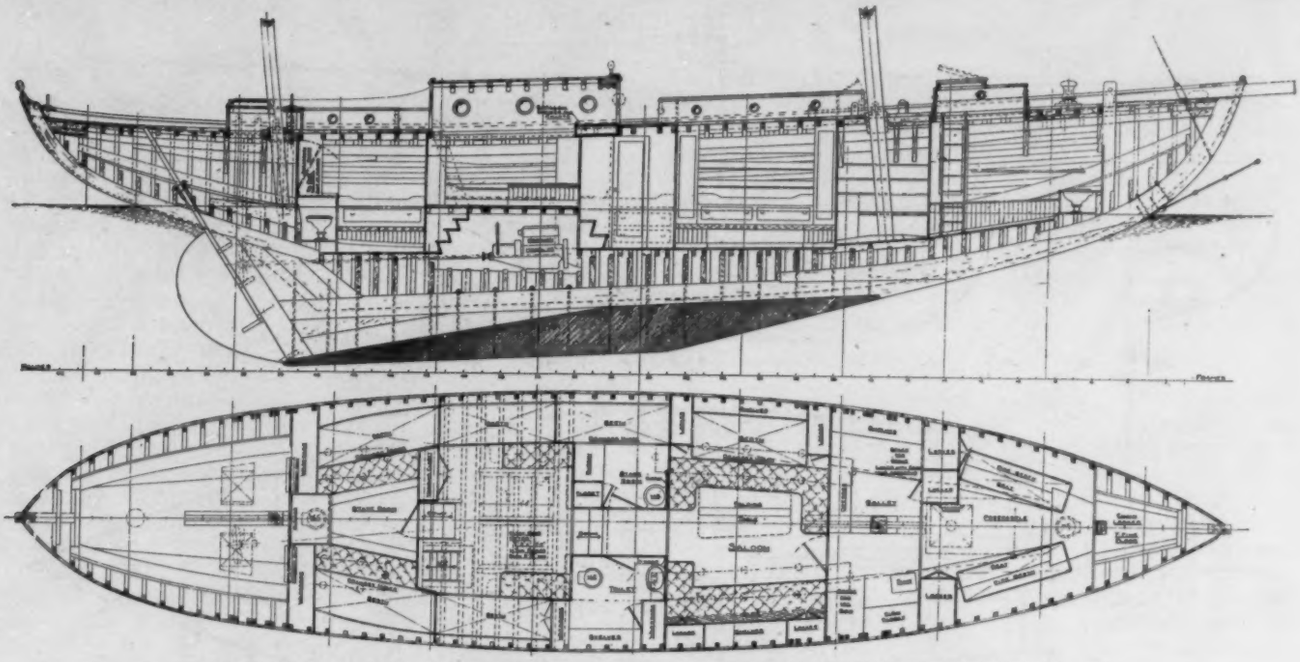
Those desiring to know more about the class should write to Carroll B. Alker, Chairman of the Class Committee, or to YACHTING, 25 West 43d Street, New York.

A Power Tender for the *Vanitie*

THE accompanying drawing shows a very interesting power tender that has been designed by Ford & Payne for Mr. Robert E. Tod, to be used as a tender for the sloop *Vanitie*, built for America's Cup defense, which is being converted by Mr. Tod to a schooner rig. This tender is now nearing completion at Robert Jacob's shipyard, City Island, and will be used by Mr. Tod to tow the *Vanitie* instead of having a motor installed in the sailing craft. The dimensions are as follows: Length o.a., 49′ 10″; l.w.l., 49′ 5″; beam, 10′ 6″; draft, 4′ 4″.



Plans of a tender for the *Vanitie*, designed for Robert E. Tod by Ford & Payne.



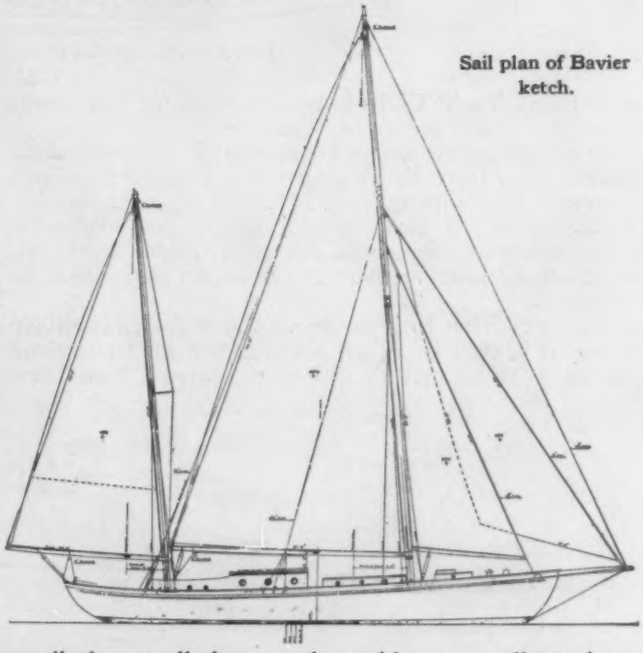
Accommodation plan and inboard profile of a sea-going ketch. Designed by Robert N. Bavier.

A Sea-Going Ketch for "Bob" Bavier

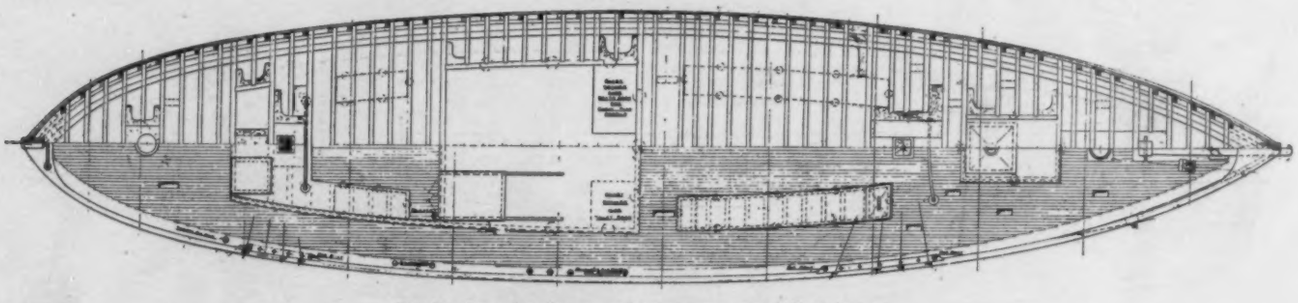
FEW yachtsmen on this side of the Atlantic have had as much experience in racing and cruising, in different types and sizes of boats, both offshore and in protected waters, as "Bob" Bavier, ex-skipper of the famous yawl *Memory*. For this reason his new boat, now being built in Nova Scotia from plans worked out by him, and revised and "faired up" by Francis Sweisguth, of Ford & Payne's office, are sure to be of great interest to all yachtsmen interested in the development of fast, sea-going cruisers.

The idea back of the design was to produce an able, easily driven hull with a moderate, easily handled rig, with special attention given to deck room, cabin accommodations and ventilation below decks. The plans show a double-ender with short overhangs, moderate beam and bilge, easy sheer and considerable deadrise, with a rather long, sloping keel. The rig is a Marconi ketch, with 2130 sq. ft. of sail, with the steering wheel just forward of the mizzenmast. The iron keel weighs 27,000 pounds, with a small amount of trimming ballast inside.

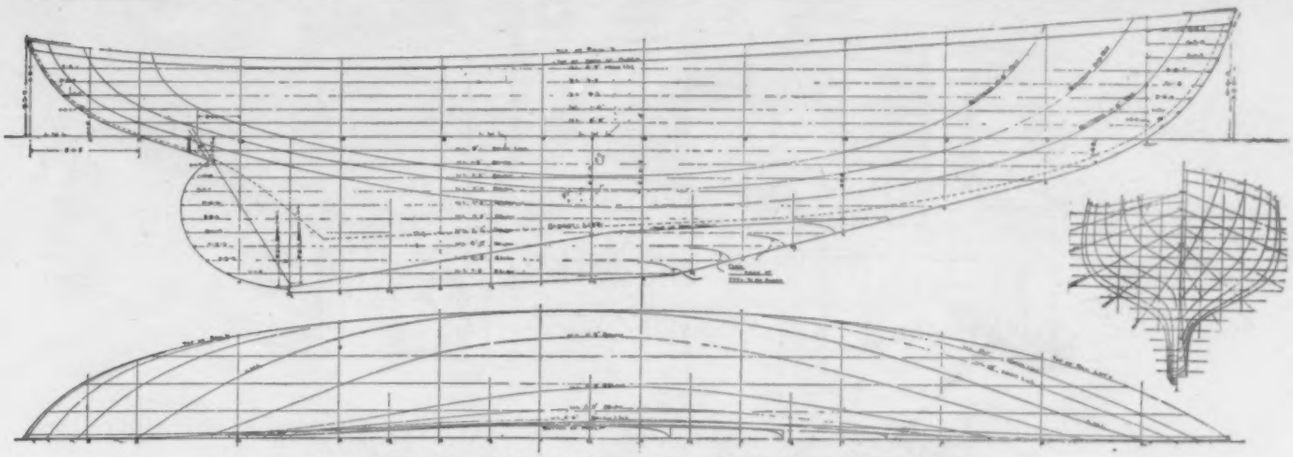
The deck and cabin plans are original and ingenious, giving the strength of a flush deck boat with the advantages of a trunk cabin. Abaft the mainmast the deck beams are carried across the boat, with two narrow trunks superposed, decked in between. This allows portlights to be placed in both sides of each trunk, assuring light and ventilation at all times, and provides an excellent place between the trunks to stow a tender, and still leave the decks clear on each side of the boat.



Sail plan of Bavier ketch.



Deck plan, showing novel arrangement of deck houses.



Lines of the new Bavier ketch, designed for off-shore cruising and racing.

The deckhouse, just forward of the cockpit, is a development of the "dog house" on *Memory*, and contains two berths, chart board and case, and a small gas stove for occasional use. Below the deckhouse floor the 35-h.p. Kermath motor is installed, together with the 400-gallon water tanks, the gasoline tanks being in the lazarette. The motor is installed slightly off center, the shaft and feathering wheel being mounted on a strut under the starboard quarter. Instead of the cockpit floor being sunk, two narrow trunks will act as seats, allowing the placing of ports in both sides of each for light and ventilation to double stateroom and toilet below. Forward of deckhouse is a single stateroom and toilet room.

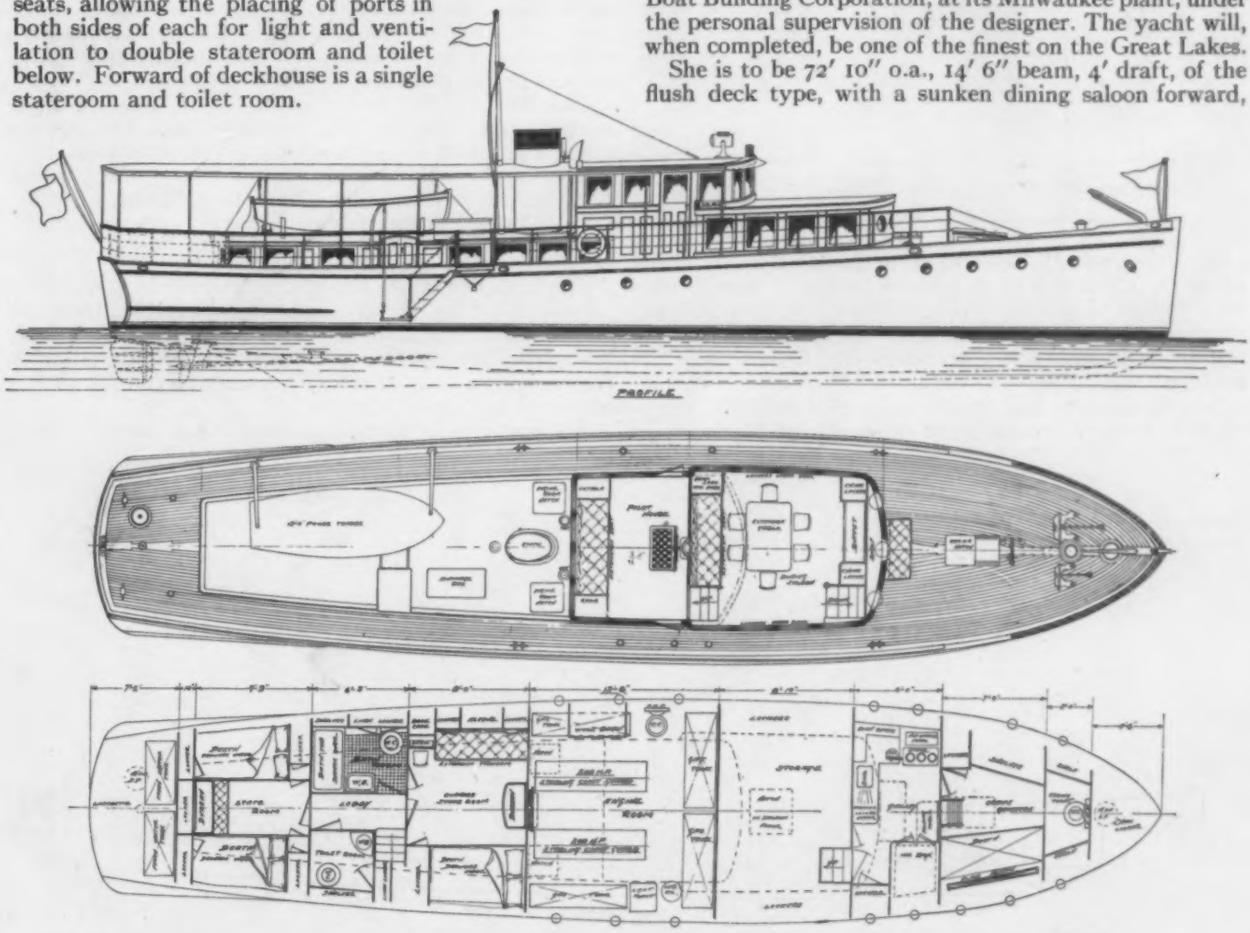
The new craft will be delivered some time in December or January, and is a sure starter in the Bermuda Race.

Solace II, A 72-Foot Power Cruiser

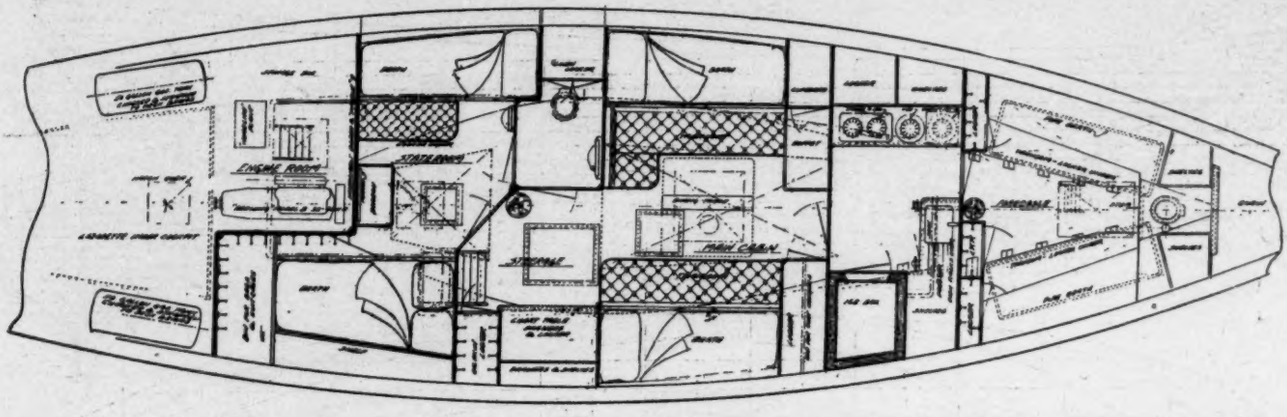
HERE are the plans of a 72-foot power cruiser which is now under construction for L. S. Wallace, of Grand Rapids, Mich., a member of the Chicago Y. C.

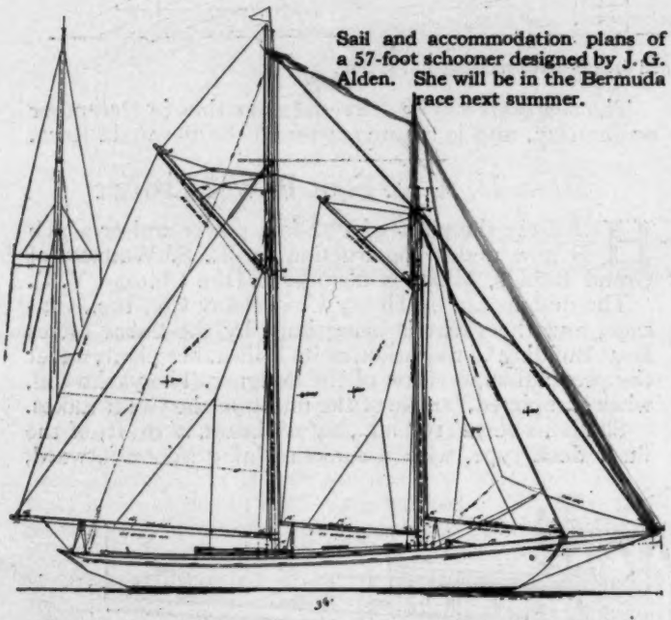
The designs are by Henry C. Grebe & Co., Inc., Chicago, and the yacht is being built by the Great Lakes Boat Building Corporation, at its Milwaukee plant, under the personal supervision of the designer. The yacht will, when completed, be one of the finest on the Great Lakes.

She is to be 72′ 10″ o.a., 14′ 6″ beam, 4′ draft, of the flush deck type, with a sunken dining saloon forward,



Solace II, a 72-foot power cruiser for L. S. Wallace, of Grand Rapids, Mich. Designed by Henry C. Grebe & Co.





Sail and accommodation plans of a 57-foot schooner designed by J. G. Alden. She will be in the Bermuda race next summer.

an enclosed pilot house and with trunk cabin aft. The plans show graceful sheer with pronounced flare in the bow and a moderate tumble-home stern. She will be planked with mahogany, the hull being natural finish, the decks of white pine, and the deckhouses and trunk cabin of mahogany.

The plans show her layout. The engine room is amidships and can be entered from either side of the deck.

A Prospective Entry for the Bermuda Race

WITH another race to Bermuda planned for 1926, special interest is attached to the accompanying plans from the board of John G. Alden, of Boston, Mass. They show a schooner 57′ 2″ overall length, 42′ 5″ waterline length, 14′ 2″ beam and 7′ 8″ draft, of rugged construction — a boat that is particularly suitable for the voyager. With 16,000 pounds of outside ballast and half as much inside, a powerful and easy model is assured, while her 1600 square feet of sail should give her a good turn of speed.

The accommodations are ample, consisting of a double stateroom aft, two fixed and two transom berths in the main cabin, and two forecastle berths. A chart case and table are provided near the companionway, where the navigator can work without disturbing the sleepers in any berth.

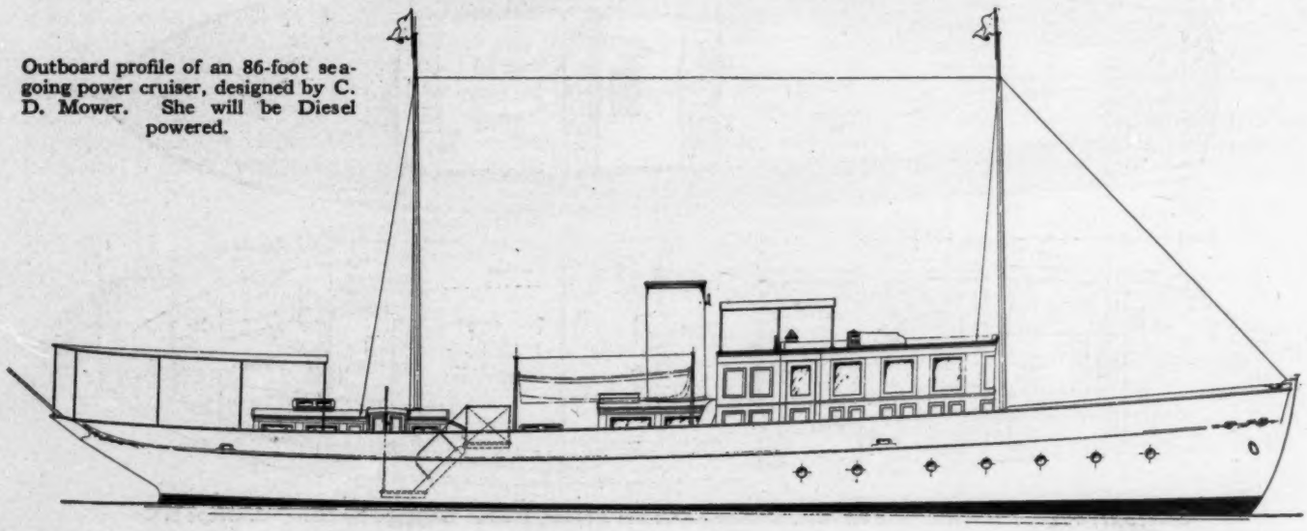
The Model "B" Redwing engine is installed in a separate compartment, and plenty of tank and storage space is provided for a voyage of two or three weeks.

Two of these boats are now building at the yard of Charles A. Morse and Son, Thomaston, Maine.

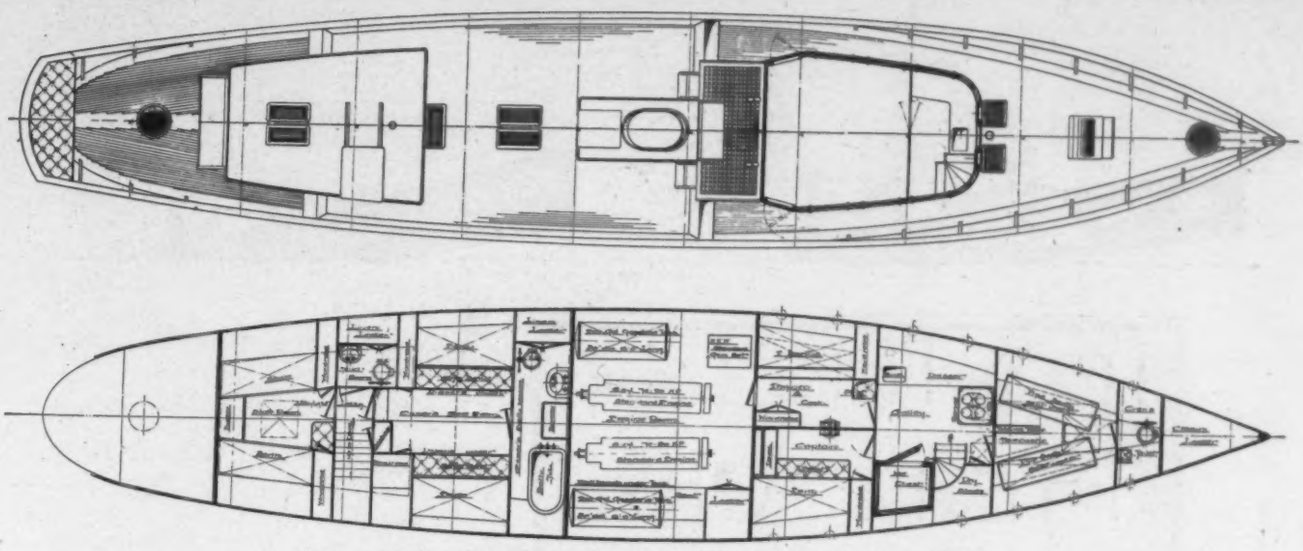
A Seagoing Power Cruiser

THIS design, from the office of C. D. Mower, naval architect, shows an interesting departure from the conventional type of power cruiser, as it shows a boat designed primarily as a good sea boat for long off shore runs and as a boat that will not have to run for shelter whenever the glass begins to fall.

She was designed for a well-known yachtsman of long



Outboard profile of an 86-foot seagoing power cruiser, designed by C. D. Mower. She will be Diesel powered.



Accommodation plans of sea-going power cruiser designed by C. D. Mower.

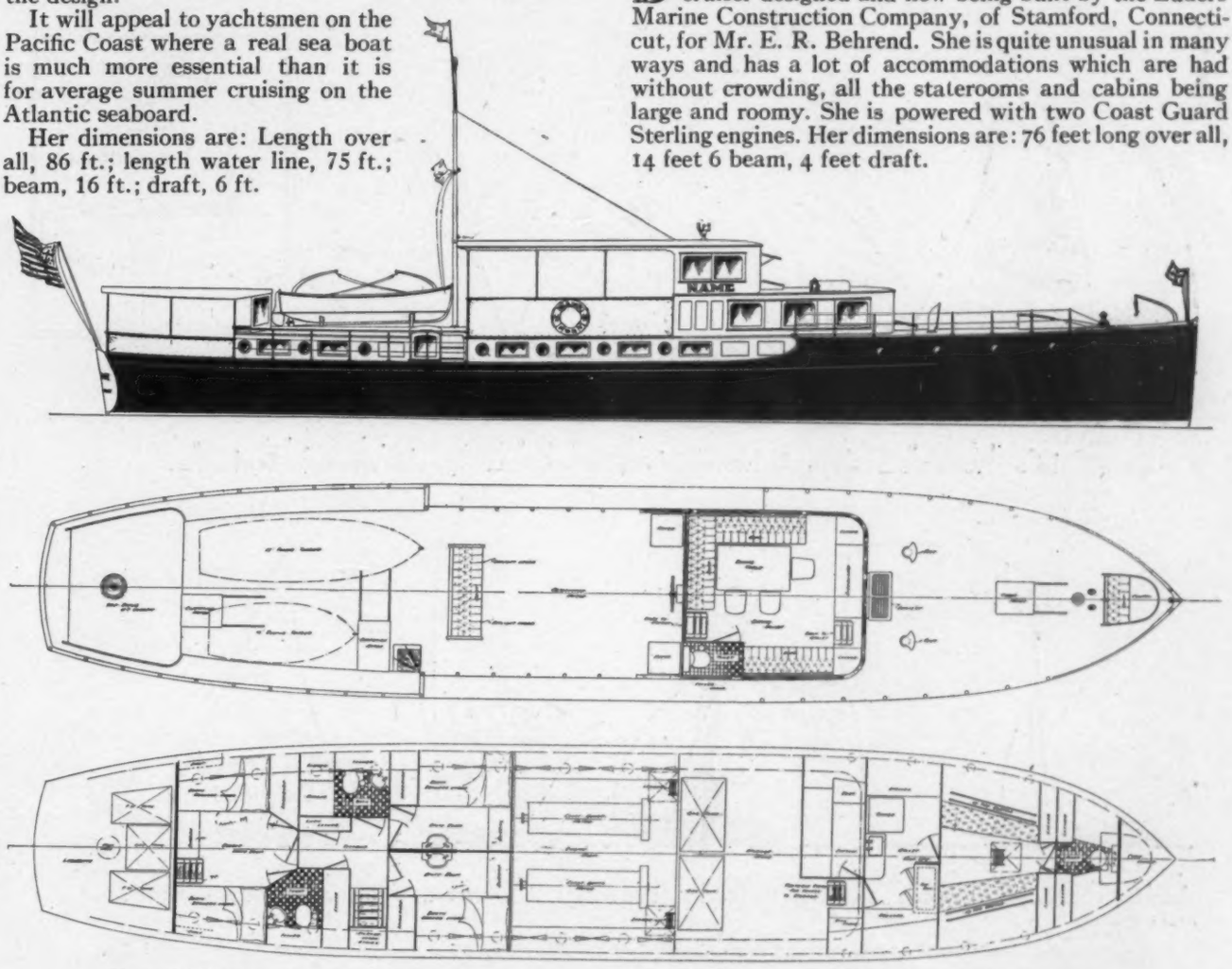
experience, both in sail and power, who wanted a real, able, seagoing yacht, and his knowledge of the practical requirements for such a boat is reflected in the work of the design.

It will appeal to yachtsmen on the Pacific Coast where a real sea boat is much more essential than it is for average summer cruising on the Atlantic seaboard.

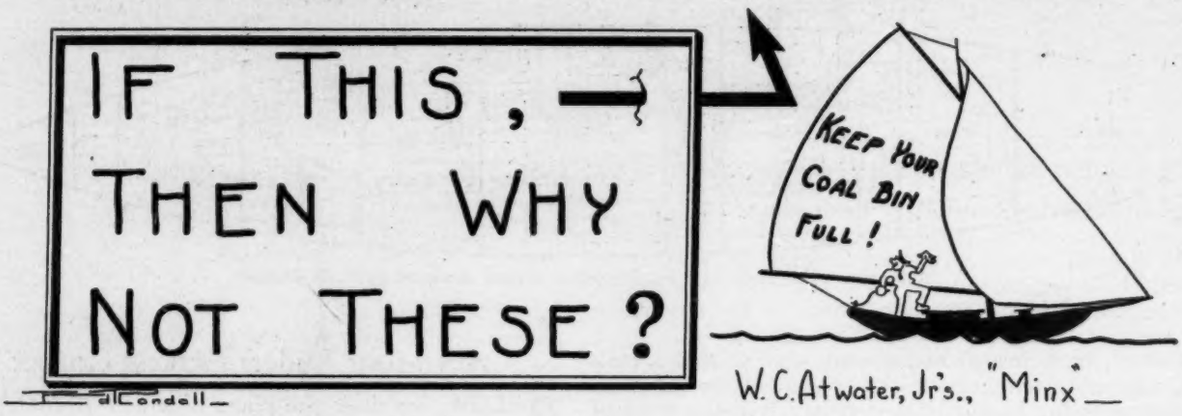
Her dimensions are: Length over all, 86 ft.; length water line, 75 ft.; beam, 16 ft.; draft, 6 ft.

A 76-foot Luders Express Cruiser

BELOW, we show the plans of a new 76-foot power cruiser designed and now being built by the Luders Marine Construction Company, of Stamford, Connecticut, for Mr. E. R. Behrend. She is quite unusual in many ways and has a lot of accommodations which are had without crowding, all the staterooms and cabins being large and roomy. She is powered with two Coast Guard Sterling engines. Her dimensions are: 76 feet long over all, 14 feet 6 beam, 4 feet draft.



Plans of 76-foot express cruiser designed by and under construction at the Luders Marine Construction Company.



Drawn by Ed Randall

If racing yachtsmen should get around to naming their boats after the fashion now prevailing in motor boat circles.

In the Lee of the Longboat

by Cap Stan

THE wholesale wrecking of yachts of all types in Manhasset Bay during the storm of October 10th should be a fair warning to all yachtsmen who keep their boats in commission at a time when hard blows may reasonably be expected. We seldom get a real blow on the eastern seaboard during June, July and August, when the average mooring is O.K. In September it is apt to pipe up a bit, while October and November usually whoop it up for fair. Eyewitnesses of the Manhasset slaughter tell me that some boats simply walked off with their moorings, dragging others along with them, while broken chains and chafed lines were responsible for other wrecks. "Fair weather" moorings are all right in fair weather, but are a menace in foul. If you want to keep your craft in commission during the windy months, get a real, honest-to-goodness mooring, with a real chain and a real pennant. Have the mooring raised and overhauled at least every second year, and renew the pennant every year. Rig plenty of chafing gear, and renew it occasionally, both where it goes through the chock and where it comes into contact with the bobstay. By being properly prepared, you can keep your craft in commission as long as you like in perfect safety, and make the wreckers go elsewhere to find a job.

* * *

I am glad to say that the stopping and searching of yachts by the Coast Guard, on suspicion of being rum runners, has ceased entirely, judging from reports I get from various localities. Fine and dandy! The Coast Guard has seen the light, and now that each understands the other, the work of the Coast Guard is much easier, and yachtsmen can enjoy their sport without fear of being annoyed or endangered by over-zealous minions of the law.

* * *

There is a growing class of yachtsmen which is living and learning—amateurs who want to know something about the designing of craft—something about hull forms, buoyancy, stability, sail area, overhangs, spars and rigging, and various other things which are incorporated in the makeup of the modern yacht. They are students of the game, interested in digging below the surface of things pertaining to their pet hobby. To this group I can recommend Norman L. Skene's new book, *Elements of Yacht Design*. The chapter which the skipper published in a recent issue was hardly a fair sample of the book—it was too darn technical. But in other chapters you'll find a wealth of information which anyone can understand, written so the layman can readily grasp it. You may never want to design a yacht—but if you ever expect to build one, or even buy one, or are at all interested in the whys and wherefores of good and bad boats, get a copy of Skene's book—you'll get a full measure of pleasure, satisfaction and useful knowledge from it.

* * *

Mr. Howard makes a pretty good case for the shoal draft boat in his article about *Alice*, the Munroe-designed ketch in which he cruised around the West Indies. When a man who has spent a long and varied yachting career in deep draft craft, suddenly "about faces" and becomes a convert to the shoal draft centerboarder, it is something for blue water sailors to chew on a while. But admitting that *Alice* is able to take care of herself at sea in a real gale, suppose she got caught on a lee shore, and her motor went bad—would she have anywhere near as good a chance to "claw off" to safety as a deep keel boat? Reason and experience answer, "No." So, unless I am really forced to have a shoal draft boat, as Mr. Howard was, I think I'll stick to a keel boat, with good lateral plane, and quite a chunk of ballast outside to bring her back on her feet if she ever gets hove down, as has happened to many a good boat, no matter how well handled.

* * *

A year or so ago Mr. Daniels, one of Britain's leading model yacht designers and sailors, came over here with his fastest creation and took a good, sound drubbing from our Mr. Bull. This year our Mr. Weaver, with a fast American boat, journeyed over to the other side and was soundly whipped by Mr. Daniels. Now, what does this all go to prove about the relative speed of model yachts here and abroad? Nothing. Absolutely nothing, so far as I can see. For over here, we manage our craft from skiffs, following them closely, constantly altering the trim of sails and helm. Over there, they sail them on ponds, starting the boats from one bank and leaving them to their own devices until they reach the other side. Mr. Daniels was an awful dub at handling his boat from a skiff—and got licked. Mr. Weaver was quite unaccustomed to getting his boat "set" for an unattended spin over a given course—and got licked. Did either contest prove anything about the relative merits of the boats? What's the use of such affairs? Mighty little, I'd say. But let both countries adopt a standardized method to be used in racing the little fellows, and then, and only then, will we have inter-

The last photograph of "Bill" Nutting and his crew, taken as they were leaving Julianahaab, Greenland, on the voyage to Labrador. The little ship has not been heard of since. Left to right: William W. Nutting, Arthur Hildebrand, Bjarne Fleisher.

national model yacht races which will merit the time, energy, and expense involved, and give us a real line on the development of the game in the different countries.

* * *

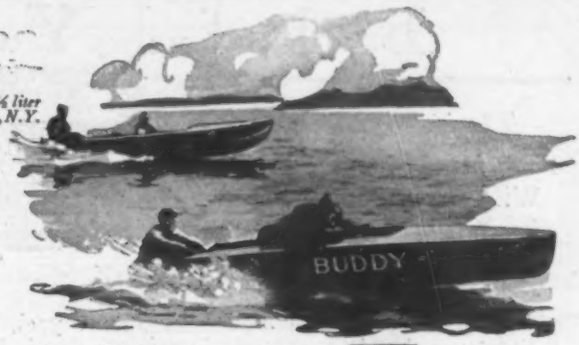
Several people have asked me recently about the Tahiti Race last summer — wanted to know if there had really been a race, who won it, and why someone hadn't told the yachting world about it. The fact is, that for some unknown reason, the daily press and the yachting magazines practically ignored this 3,700 mile ocean contest, the longest yacht race ever held, anywhere. After considerable digging around, I finally came across an account written by a chap who sailed on the schooner *Idalia*. The race was won by the fisherman-type schooner *Mariner*, Capt. L. A. Norris, which sailed a straight course to Tahiti, in 21 days, 12 hours. Dr. E. R. Parker's *Idalia*, a yacht-type schooner with Marconi mainmast, went wind-hunting, and took 27 days, 21 hours. Mark Fontana's ketch *Shawnee*, though losing her maintopmast the first day of the race, came in a good third in 28 days, 13 hours, with Commodore John C. Piver's big schooner *Eloise* following in 29 days, 16 hours. With the exception of one or two days, the entire trip was made in light and moderate weather, and besides the loss of *Shawnee's* topmast, the only other accident was the loss of *Eloise's* centerboard. That, in a nutshell, is all I know about the race. Perhaps some day in the dim future we'll hear more about the longest yacht race ever staged, and something about the equally long return trip.

* * *

There is little room for doubt as to the arrival of the *Leiv Eiriksson* at the Port of Missing Ships. Over a year has passed since her departure from Greenland on September 8th, 1924, and every effort to find a trace of her has been fruitless. No one knows what befell her — she may have been shipwrecked on some rocky shore, crushed and sunk by ice, or capsized and sunk by furious winds and relentless seas. The loss of Nutting, Hildebrand, Todahl and Fleisher, is one that will be keenly felt by every yachtsman who appreciates the spirit of adventure which prompts red-blooded men to undertake a hazardous adventure not for gain, but simply for the satisfaction and pleasure to be had from the accomplishment of something difficult.

That October Gale. Drawn by H. J. Peck.

Left: Puzzle, winner of 725 class.
Right: Buddy, winner of 1½ liter class. Photos by M. Rosenfeld, N.Y.



A clean sweep for Valspar!

Doc's II, Puzzle, Century, Peggy, Buddy, Miss Houston IV, and *S. C. S.*—what a list of names! Every one a champion, and *every one Valsparred!*

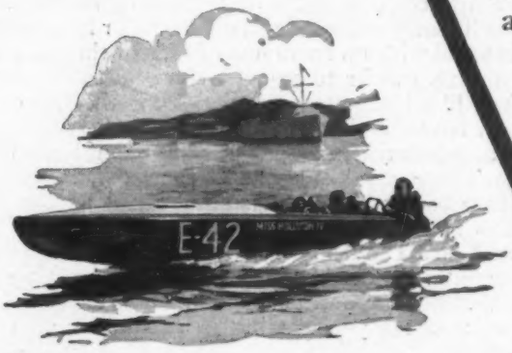
Once again, the regatta of the Mississippi Valley Power Boat Association proved conclusively that Valspar is the universal choice of Champions. Last year at Oshkosh, this year at White Lake, the winner in every class was Valsparred.

All of which goes to show that however much Champions may vary in design and power equipment, in the matter of finish they adhere strictly to precedent—*Valspar, of course*!

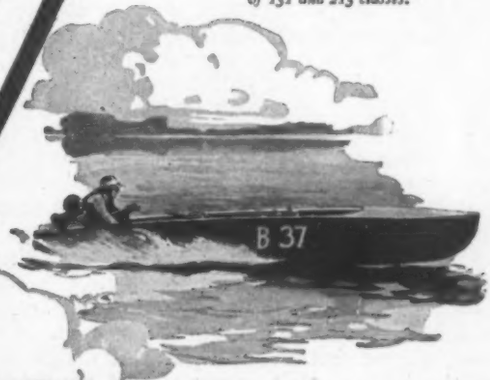
Above: Doc's II, winner of 725 and 1100 Hydroplane class and Webb Trophy Race.

Above: Century, winner of 340 class.

Below: S. C. S., winner of 151 and 215 classes.



Above: Miss Houston IV winner of 510 class.



Right: Peggy, winner of 610 class.

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I enclose dealer's name and stamps—20c for each 40c sample can checked at right. (Only one sample of each product supplied at this special price. Write plainly.)
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Books for the Yachtsman's Library

The Yacht America,
By Winfield M. Thompson,
William P. Stephens and
William U. Swan

Steamboat Days,
By Fred Erving Dayton

Charles E. Lauriat Company, Boston, 1925

Frederick A. Stokes Co., 1925

ONE of the most valuable contributions to yachting literature that has appeared in many a day is *The Yacht America*, the combined work of three men best qualified, perhaps, of any now living, to tell the history of this most famous of American yachts. Not only in an historical sense, but from a literary standpoint as well, this book will be classed as one of the greatest that has ever been produced on a purely yachting subject. For it not only tells the story of the *America* from her conception and the events that led to sending her, the first of any American yacht, abroad to race in the waters of the foremost yachting nation of the world, up to her delivery in 1921 to the Naval Academy at Annapolis as a memorial to American supremacy in sail, but in the telling is written the history of modern yachting.

No other boat, perhaps, has had as marked an influence on yachting, both here and abroad as the *America*. In her hull form she was a marked departure from what had preceded her, and in rig and sails she embodied new ideas that upset all previous practice abroad.

Much of the history of the famous yacht reads like a romance. At various times in her career she was yacht, blockade runner, man-of-war and training ship for the naval cadets. At one time she was sunk during the Civil War and raised by the Federal Government, and after the war was over she was purchased, in a somewhat uncertain transaction, by General Benjamin F. Butler. In the hands of that picturesque figure she was raced, was rebuilt twice, and raced again, and finally stored in Boston waters where she rotted out several years before she was finally purchased by some public spirited men in whom there was still a bit of sentiment for the famous old craft.

In this book the authors have uncovered for the first time much of her history of which nothing was previously known, except in a hazy way. Just the steps by which she became a Confederate blockade runner are still somewhat hazy. Old records have been searched in a most painstaking way and every part of her career that was in doubt has been cleared up, when at all possible.

The early chapters on the men who made the *America* and the way in which she was built to represent a nation, are full of interest and give a fascinating insight into the lives of the high-minded sportsman of that day. The story of her trip to England, the difficulties she had in making a match, and of how she won the cup that has since stood for the yachting supremacy of the world against a fleet of 17 British yachts, are compelling.

It is a book every yachtsman will want to own.

H. L. S.

THE romance of the old Yankee Clipper ships is well known to most followers of the sea. The nature of their gruelling races with their "Limejuice" cousins in long trans-oceanic voyages has been made common knowledge by a large and fine literature. But another romance, also filled with adventure and courage, has just now been opened to our eyes. It is to Fred Erving Dayton that we owe this insight into the lore of the early days of steamboat travel on the rivers, coasts, and inland waterways of the United States.

Steamboat Days is full of the early romance and picturesque qualities of a pioneering country. Its charm is made all the more vivid by pen and ink sketches by the late John Wolcott Adams. Some of the sketches are even unfinished, but in them all is the true spirit of early American steamboat days.

Historically Mr. Dayton has gathered a mass of material, often anecdotal in form, and has woven it into a drama that is for steamboats what *Two Years Before the Mast* is for the old-time sailing ship. Through the medium of reproductions of newspaper advertisements we see the methods of cut-throat competition used on the Hudson River. We see the development of monopolies, the use of injunctions, and at times of fire arms to run off competition that became too keen.

Hitherto rather commonplace and insignificant landmarks along the Hudson River or Long Island Sound take on a new color in the light of thrilling races, boiler explosions in early experimental steamers, or founderings which occurred with no small loss of life. In those days it was a common matter to crowd a rival on to the rocky shore. And like incidents are related for the Ohio and Mississippi Rivers and the Great Lakes.

"Iron men in wooden ships" were not confined to the open seas. There was the famous *Mary Powell*, a ship that was as famous for river and sound travel as the *Red Jacket* was for the trans-Atlantic trade. There was the notorious Uncle Daniel Drew, the hard-fighting steamboat magnate. And the bravery of young Captain Richard W. Sherman on Lake Champlain is a fit rival for that of some of the young skippers who sailed out from New Bedford.

Told in a straightforward way, without striving for literary effect, *Steamboat Days* has a charm all its own by virtue of its myriad anecdotes, delightful illustrations, and general trend of interest. It would make a splendid book for anyone, yachtsman, historian, or economist, or all three in one.

J. G. S.

5.00

Suggested Books for Christmas Reading

The Yacht America	By Thompson, Stephens and Swan	$4.00
Steamboat Days	By Frederick E. Dayton	5.00
The Tale of our Merchant Ships	By Charles E. Cartwright	3.00
The Western Ocean Packets	By Basil Lubbock	3.50
The Boys Book of Ships	By Chas. E. Cartwright	2.00
Two Years Before the Mast	By Richard H. Dana, Jr.	2.00
Ships of the Seven Seas	By Hawthorne Daniel	$4.00
From the Forecastle to the Cabin	By Samuel Samuels	2.50
Yacht Cruising	By Claud Worth	8.00
Old Sailing Ship Days	By Captain John D. Whidden	3.50
The Cruise of the "Shanghai"	By John DeWitt Wells	2.50

"New Jersey" COPPER PAINT

PAINT & VARNISH MAKERS SINCE 1889

Top and Bottom Paints for Everything that Floats

"NEW JERSEY" COPPER PAINTS, for boat bottoms, destroy teredos and marine growth, produce a finish that will increase the speed of your boat, and preserve your boat bottom.

"NEW JERSEY" YACHT WHITE, for use above the water line, has been specified and used on the largest and finest yachts afloat. Retains its whiteness and will stand scrubbing.

"NEW JERSEY" SPAR VARNISH will stand up under all kinds of weather conditions, hold its lustre and give absolute satisfaction.

SOLD BY ALL LEADING DEALERS—OR WRITE DIRECT TO US

Write for booklet—"Davy Jones' Locker" giving valuable information on painting; sent without cost to you

NEW JERSEY PAINT WORKS
Harry Louderbough, Inc.

Wayne & Fremont Streets
Jersey City, N. J., U. S. A.

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and
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Make You Forget Prohibition

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S. S. Pierce Co., Boston
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Frank Palmer, Jr.

JACKSONVILLE
Hagin-Peters Co.

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Genuine Imported
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Both
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A GOOD MIXER AT ANY PARTY

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DRY REGULAR

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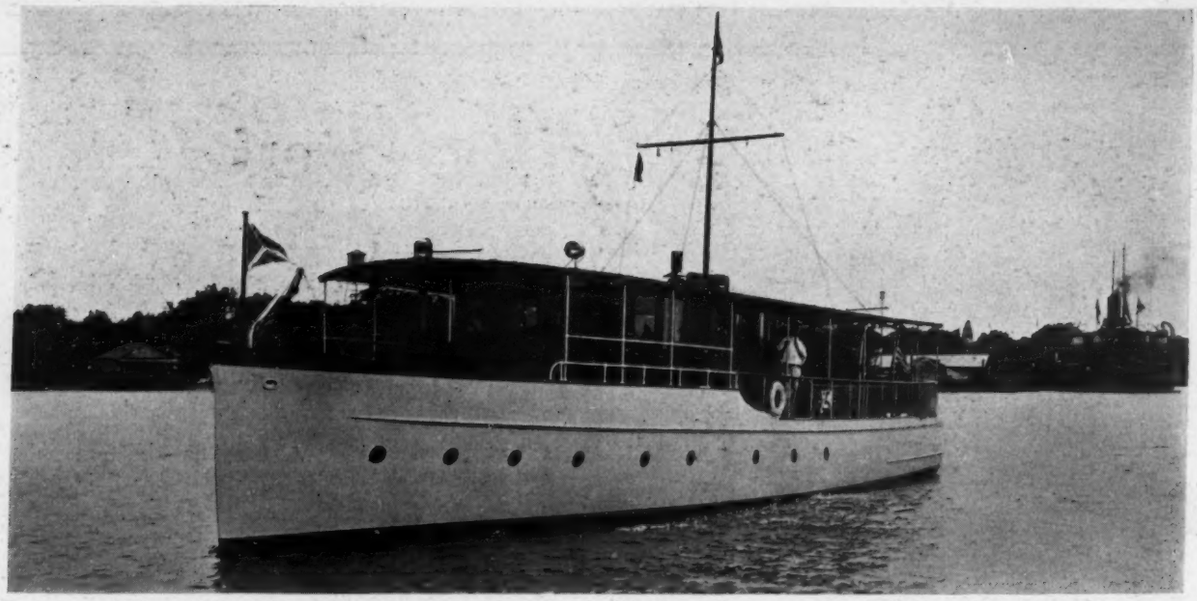


Frances, a 65-foot stock model cruiser, designed and built by the Matthews Company of Port Clinton, Ohio. Powered with two Sterling Dolphin six-cylinder engines, she makes fifteen knots an hour. She is owned by G. M. Wood.

Of Interest to the Skipper

Smith & Williams Incorporate

The well-known firm of Smith & Williams, of Salisbury, Md., established in 1913 by J. S. Smith and N. L. Williams, has recently been incorporated with the following officers: President, J. S. Smith; Vice-President, W. J. Freihofer; Secretary, W. N. Springs; and Treasurer, Avery W. Hall. Paul E. Watson, Hooper S. Miles and Joseph Y. Gunby, together with the officers, make up the board of directors.

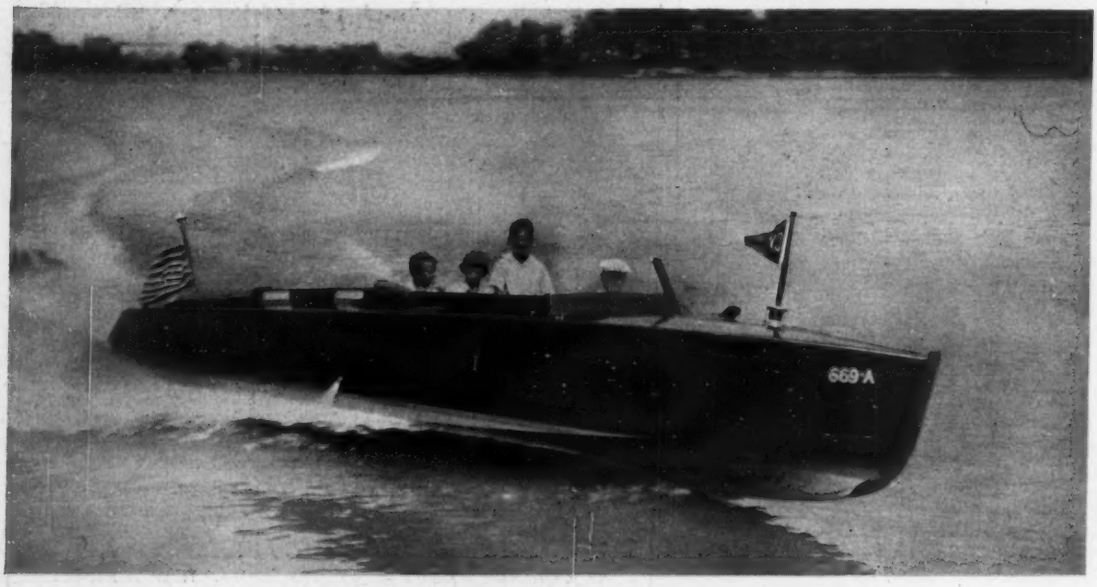
The Smith & Williams yard is excellently equipped in every way for the building and repairing of all types and sizes of yachts and commercial vessels. Included in their plant are building sheds where two 110-ft. yachts can be built at the same time, two large marine railways, machine shop, mould loft, three fresh water basins for storage or fitting out, and complete facilities for the repair of marine engines. Situated only a short distance from Chesapeake Bay, yachts cruising South in the fall or North in the spring should find Salisbury a convenient and economical place to have repairs or overhauling done.

Palmer Establishes New Branch in New York

Announcement has just been made by Palmer Bros. Engines, Inc., of Cos Cob, Conn., that their New York branch office will hereafter be located at 89 Third Avenue, where a complete line of engines, parts and accessories may be seen at all times.

American Engineering Co. Makes Canadian Connection

The American Engineering Co., of Philadelphia, manufacturers of machinery for ship control, cargo handling, refrigeration and other industrial purposes, announces that its interests in Canada have been taken over by the Affiliated Engineering Companies, Ltd., with headquarters in the Southam Building, Montreal. This company has been formed by the merger of the Taylor Stoker Co., Ltd., of Montreal, and the Cleaton



The new 26-foot, eight-passenger Hacker Dolphin runabout, owned by Ralph B. Pettit, of the Cleveland Yacht Club. Powered with six-cylinder, 100 H. P. Kermath motor.

ERDS in daily use

ERD: IN DAILY USE

The splendid value of an Erd S-4 Marine Motor is shown by the vast number used. 58,750 Erds — are every day meeting every requirement all over the world.

Develops more power than any other marine engine of its size. Entirely free from vibration. Unequaled for quietness — economy of fuel — speed — dependability and extreme low cost.

These advantages — exclusive to the Erd S-4 — has caused it to be so widely favored in the motor world.

The new catalogue tells the complete Erd story. Let us send you one.

COMPLETE ENGINEERING SERVICE DEPARTMENT

Whatever your motor boat problems — get the advice and assistance of the Erd Engineering Service Department. This department is in charge of expert engineers — and their advice is free to you.

If you own a boat, or expect to get one and want to know what engine is best to get a certain speed or certain results, or need expert advice on boats — tell us your problems. We will be glad to help you.

Saginaw, W. S., Michigan, U. S. A.

ERD marine motors

ONE of the Buffalo Yacht Club's fleet of 16-foot one-design, Marconi rigged, keel racing sloops. A very popular boat for class and interclub racing. Non-capsizable, non-sinkable, fast and seaworthy. Easily handled.

SPECIFICATIONS

L. O. A. 16′ 0″. L. W. L. 12′ 2¼″. Beam 5′ 7¼″. Draft 3′ 3″. Sail area 157.5 sq. ft. Ballast on keel 600 lbs. **Price $550.00.** Designed by Ralph Winslow. Built by

RICHARDSON BOAT COMPANY, Inc.
North Tonawanda, New York

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Greater Palm Beach—
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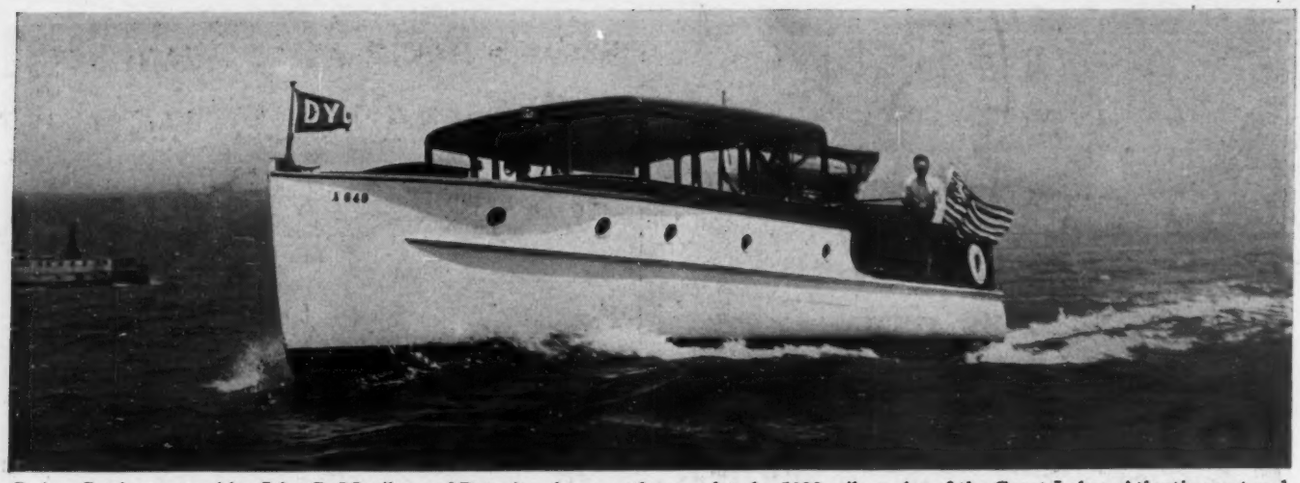
As the world's most wonderful resort — climate, beaches, brilliant social functions, scenic beauties and elaborate facilities for sport and entertainment — here is the natural choice of the world's political, social and industrial leaders.

But a most important point in this choice is that Greater Palm Beach (Palm Beach and West Palm Beach) is so strategically located. Only 36 hours from New York. With elaborate radio, cable, telegraph and telephone connections with all the world's financial centers, it is the convenient place for relaxation.

Write for beautiful four-color booklet today.

Greater Palm Beach Chamber of Commerce
513 Chamber of Commerce Bldg.
West Palm Beach, Florida

"Where Summer Spends the Winter."



Sedan Cruiser, owned by John G. Monihan, of Detroit, who recently completed a 5000 mile cruise of the Great Lakes, Atlantic coast and inland waterways.

Company (Canada), Ltd. Mr. M. Alpern, president of the American Engineering Co., is chairman of the board of the new company, and Mr. F. S. B. Heward is president.

A Successful Day Cruiser

That fast motor boats are, in many instances, taking the place of automobiles is well illustrated by the accompanying photograph of the handsome day cruiser *Dickiebird 3rd*, which is used for commuting on Skaneatles Lake, N. Y., by her owner, Wm. Cornell Blanding, of Syracuse, N. Y. *Dickiebird* is of the V-bottom type, designed by John H. Wells and built by the Adams Boat Works, Alexandria Bay, N. Y. Powered with a 6-cylinder Sterling Dolphin motor, she made 25 miles an hour on her trial trip on the St. Lawrence River. Her dimensions are: l. o. a., 42′; beam, 9′; draft, 3′.

A Compliment for Kermath

An instance which shows how much a yachtsman appreciates a trouble-proof power plant is shown in a telegram to the Kermath Mfg. Co., of Detroit, from Mr. John G. Monihan, owner of the *Sedan Cruiser* pictured above. Mr. Monihan's wire read as follows: "Five thousand miles crowded into continuous cruising of Great Lakes, Atlantic Ocean, Long Island Sound and Inland Waterway route to Florida, without adjustment, cleaning of carbon or even replacement of spark plugs is the very remarkable record of the first six-cylinder Kermath ever produced. My amateur crew does nothing but fill up with gas and oil, step on starter and go. And we have gone some in the *Sedan Cruiser* since leaving Detroit. Your engineers have developed in your new six a marvelous motor of economy and efficiency that is remarkably free from vibration. You are entitled to our congratulations. Please accept them."

For Boys from 8 to 80

The Wollensak Optical Co., Avenue D and Hudson Ave., Rochester, N. Y., have just completed a little kit called the "Outing Kit," made up of four practical items which should make a strong appeal to all outdoor enthusiasts. The kit consists of the well-known Wollensak Pocketscope, Sr. (a pocket telescope with 6-power magnification); a marble, waterproof match box; a compass combined with a magnifying glass which may also be used as a burning glass; and a scout knife which incorporates all the features so necessary for the outdoor man. The whole kit sells at a very moderate price, and should make a fine item as a Christmas present.

Place Your Orders Early

While this is the time of year that yachtsmen are thinking more of winter covers for their yachts than they are of new sails for next season, they should bear in mind that this is really the time to place orders for new sails, as it gives the sailmaker time to get the job out without hurrying, and without the rush that is always present in the spring, at fitting-out time. Burrows, Inc., state that they already have many orders in hand for cruising and racing sails for next season's use.

Cape Cods by the Car Load

An interesting shipment made recently by the Cape Cod Shipbuilding Corp., of Boston and Wareham, Mass., was a car load of Cape Cod 15-ft. Junior Knockabouts to the Bradentown Yacht Club, of Bradentown, Florida. The club adopted the Cape Cod Junior after careful consideration of many stock boats, finding them ideally suited for use as a one-design class. The Juniors are round sided, round nosed boats of light draft and generous beam, planked with cedar and reenforced aft to take an outboard motor. With a modern modified Marconi rig, they make an ideal little craft for racing or afternoon sailing.

Dickeybird III, a 42-foot V-bottom day cruiser designed by John G. Wells and owned by William Cornell Blanding, of Syracuse, N. Y. She showed a speed of twenty-five miles on her trials, with a six-cylinder Sterling.

MARBLEHEAD CLASS *Q* CHAMPION 1925

"Sally XIII"

Owned by Lawrence Percival, Esq., designed by Johan Anker, built by Anker & Jensen, Norway.

CABLES have been received from Mr. Anker to the effect that he has just completed plans and designs of a new *Q*, a new *R* boat and of a new schooner similar to the very successful *Advance*. In these designs he has incorporated the experience gained while here last summer.

Price and date of delivery quoted upon request

ANDREAS J. BLOM

AMERICAN REPRESENTATIVE FOR FOREIGN YACHT YARDS AND BUILDERS

Sole Agent for Anker & Jensen, Norway

113 STATE STREET · BOSTON, MASS.

17-foot Decked Sail Dory

A Man's Boat

Suitable for women and children. Fast, seaworthy, strongly built, shallow draft and non-sinkable.

Price only $270

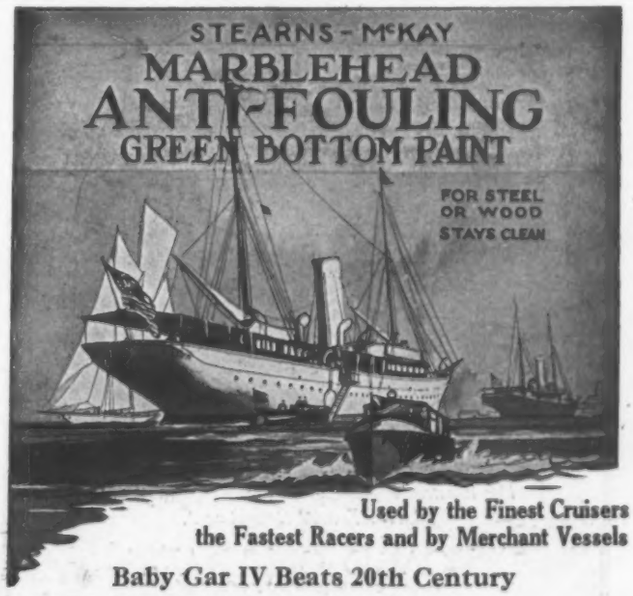
Other sail boats, $60, upwards. Also row boats and motor boats.

Over 100 would-be customers have been disappointed this year as they applied for Cape Cod Boats after the supply was exhausted.

Order NOW for 1926

Cape Cod Ship Building Corp.

Dept. Y, 18 Tremont St., Boston, Mass.



Used by the Finest Cruisers the Fastest Racers and by Merchant Vessels

Baby Gar IV Beats 20th Century

Gar Wood, Inc., says:
"We have used **Marblehead Anti-Fouling Paint** on our BABY GARS and find it in keeping with the quality of our boats. We do not hesitate in recommending it very highly to any builders or owners of high class boats."

FOR CRUISING VESSELS

LONG LIFE — STAYS CLEAN — A HARD SLIPPERY SURFACE

Highly Recommended and Used by
J. Murray Watts, Cox & Stevens, John G. Alden, Geo. Lawley & Son Corp'n, Consolidated Ship Building Corp'n, Herreshoff Mfg. Co., The Mathews Co., The Elco Works, and many other famous naval architects and by the most reliable ship and yacht yards.

IT HAS NO EQUAL IN TROPICAL AND SEMI-TROPICAL WATERS

STEARNS-McKAY MFG. CO.

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SAVANNAH
GEORGIA

A Port o' Call

for SOUTHBOUND PLEASURE CRAFT

SAVANNAH'S fresh water land-locked harbor on the South bank of the Savannah River, a few miles from the sea, always has a representative gathering of yachts, cruisers and those little boats built for speed that sail the warm waters of a Southern winter.

And in the city, itself, are excellent hotels, sports and amusements. The country's oldest golf club. Natural beauty, historic romance and a climate, ah, so mild!

National highways, railroads and ocean steamers meet at Savannah for a vast international trade. Merchants and manufacturers are concentrating their ability and money there. Nationally known capitalists have invested heavily in Savannah coastal property.

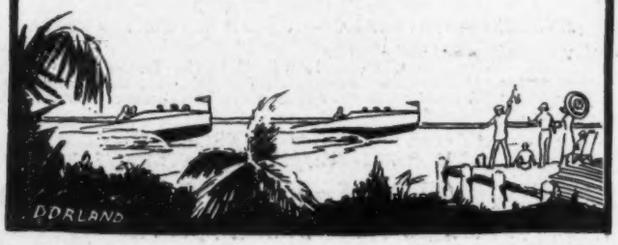
Savannah can be reached by improved highways, railroad and direct ocean steamers. Recently, a chain of bridges at Savannah has been completed to save 210 miles via Washington, D. C., and Richmond, Va., on the long North to South motor tour.

Railroads grant stopover privileges on all round trip Florida tickets.

For illustrative booklets and road information, address Tourist Department,

BOARD OF TRADE

16 East Broughton Street
Savannah, Georgia



The Star Gauge

(*Continued from page 24*)

impenetrable the screen, and besides no man felt like turning in when he might wake in eternity. By the time it was quite dark five pairs of eyes strained into the blinding snow, not counting those of the skipper. At midnight, judging the vessel to be near land, Captain Douglas altered course to due west in order to parallel it. In a series of squalls the wind mounted to half a gale and at one o'clock he clewed topsails and had the outer jib hauled down and furled.

By three o'clock the wind had begun to haul into the west. Little by little it edged the vessel from her course until she headed northwest. Captain Burt made a mental calculation and decided he could not have more than a few miles left to go. It seemed foolish, after all, to keep on when an hour of daylight would take him to his port.

"We'll heave her to, boys, and wait for daylight. Foresail and jumbo! Two of you haul down the jib and tie it up; the rest lay aft and furl the main."

Despite wind and slippery, ice-coated decks and the utter blackness of the night, eager hands snugged down the schooner's sail to these more reasonable proportions. Her mad flight ended, she moved cautiously ahead, nosing up into the sea and seeming to feel her way as a blind man taps the pavement before him with his cane.

Then came a fresh puff from the west and it swept the sky clear of snow — so suddenly indeed that it was like the lifting of the curtain on a stage. And the scene it disclosed interested those weary men as no stage setting could ever have done. Through a cloudrift bright moonlight poured over snow covered hills close abeam, and right ahead a rocky point thrust out across their path where in five minutes more the *Pole Star* would have tried to pass.

Captain Burt felt the goose-flesh climb aloft on his spine. Low islands raised sprayswept heads to windward and Adam Ford was shouting of breakers ahead. But what surprised the old mar. most was that this land lay along on his right hand whereas the coast, he knew, ought to be on the left. But there was no time to puzzle this out now. The *Pole Star* had run into a small bay — a half-moon bitten out of the land, too narrow for a vessel to turn in and barely long enough for her to anchor on the run.

"Let go!" bellowed Captain Burt as he swept the helmsman aside and swung her up into the wind.

The anchor plunged down; the chain ripped out through its hawse pipe with a roar. The *Pole Star* fetched up, swung head to wind, and came to rest with her stern a scant few fathoms from the cliffs. It seemed a good harbor, perfectly sheltered by the reefs.

Captain Burt slept soundly for what remained of the night. Morning dawned cool and clear, with a gale of wind at nor'west. Then he saw the explanation of what had so puzzled him in the night. This land was Charles Island and right across a narrow sound, dead to leeward, lay the entrance to Sugluk Bay. The sun was scarcely up before the *Pole Star* had crossed the sound and run in through. Inside, the Bay opened out into a landlocked harbor where a hundred ships might have moored without crowding. His eye ran along the sloping shore and came to rest on a small frame building that hugged the shelter of a hill. Smoke coming from the chimney told him that Parsons was home.

Captain Burt lost no time bringing the *Pole Star* to anchor and getting put ashore, but before quitting the vessel he called Adam below.

"Well, mister, we got here. All the trouble was of your making. I ought to log you for mutiny" — he paused while the threat sank in — "but I'll let your action from now on decide it."

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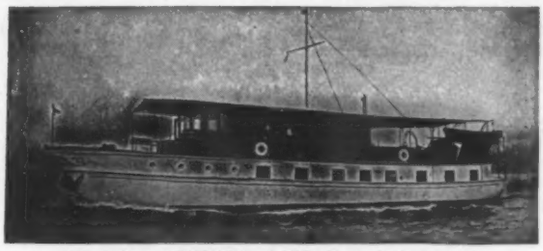

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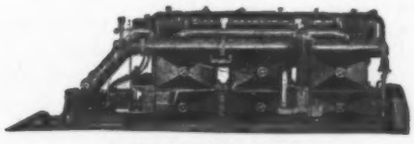

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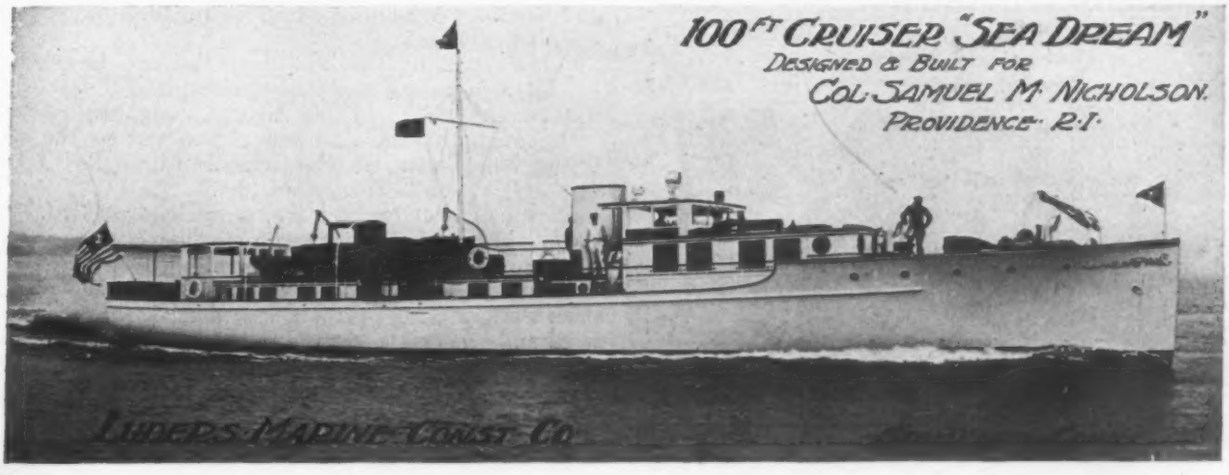

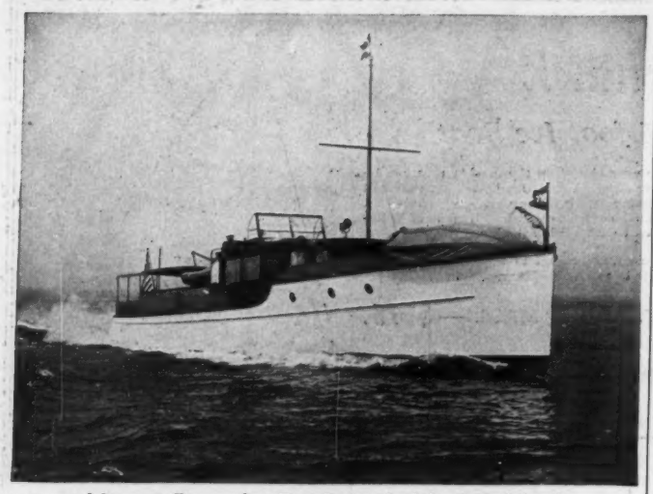

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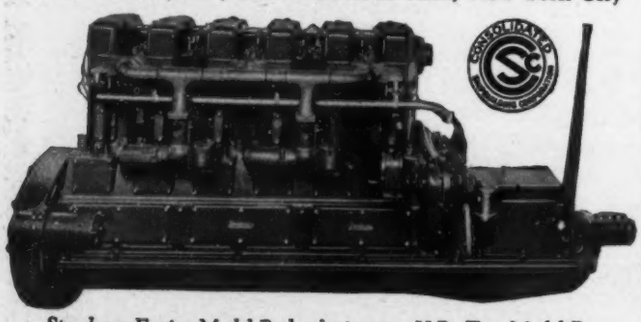

Speedway Engine Model R, developing 300 H.P. Two Model R Speedways give Margaret F a cruising speed of 27½ miles per hour.

Adam shifted uneasily and cleared his throat. "Thank you, sir. You'll not be long ashore?"

It was a poor way to start.

"As long as I choose," captain Burt answered curtly. At the companion steps he stopped and half turned. "I *might* take it into my head to shift the post."

Now, moving the post — which would mean taking Parsons' shack apart and loading it on the vessel, together with all his stores and gear — was really the thing furthest from the old man's mind. He spoke on impulse, solely with a mind to put Adam in his place; but the mate paled under his stubble of beard. When Douglas went over the side five pairs of eyes glared at his back.

He hurried up the slanting beach to Parsons' shack. It struck him a bit queer that his partner had not seen the vessel and come out. When he was ten feet from the door it suddenly opened and there in the frame stood Parsons eyeing him with an expression so forlorn that Douglas stopped dead.

"Burt, I've sold out."

For a moment the skipper could only stand and gasp. "Sold out!" he cried at last. "To the sea gulls — or what?"

"To the Old Company," answered Parsons in a dull voice. "Their ship was here last night."

Captain Burt crossed the threshold and dropped the rifle (that he had carried ashore with so much secret pleasure) on a stool. Parsons, standing dejected with hands deep in his pockets and eyes on the floor, gave him the simple facts. Captain Bradford had explained that the venture was doomed now that he knew about the post, for he would simply forbid the natives to come near it; and the Old Company's influence was so great they dared not disobey.

"What could I do, Burt?" the unhappy man demanded.

"Nothing. He didn't tell you I was on my way back, of course. Did he pay cash?"

"No, but he ordered me to get ready to move. He's coming back with the ship to carry all my gear over to the Baffin Land side."

Douglas looked up sharply as the truth of the situation burst upon him. There was nothing as yet to bind the bargain and Bradford, aware of that, was eager to take possession and move everything out before the *Pole Star* arrived. Probably he did not expect her for several days, judging by her condition when last seen and the weather since.

A slow smile spread over Captain Burt's seamed face. "Where's Bradford gone now?" he asked.

"West as far as Wolstenholme to land supplies at a company post. He expects to be back before night."

Douglas leaned forward and gave his partner a rousing thump on the back. "Come on, old son — hump yourself. We're in luck! There's more fine trapping country east of Weggs. I'll move you down there, kit and kaboodle, and Bradford will find the trap sprung and the bait gone when he gets back."

Parsons stared. "But how about the ice?" he cried.

"All offshore and the wind slackening — a day or two won't matter. Come, I told Adam we might move."

He caught up the rifle and almost ran to the door. With a hand on the latch he turned. "I brought this back — you left it on board by mistake."

Parsons glanced at the star gauge and nodded. "Oh, yes," said he, "I thought you might like it on the vessel. It's a pretty little gun, but not heavy enough for bear."

Captain Burt's eyes grew round and his jaw gaped open while you might count five; then he threw back his head and laughed so that tears ran down his cheeks and Parsons, staring at him, felt sure he had gone daft. Still laughing, he flung open the door and staggered through.

"Come," he gasped, "Come on, Fred — but for the

(*Continued on page 108*)

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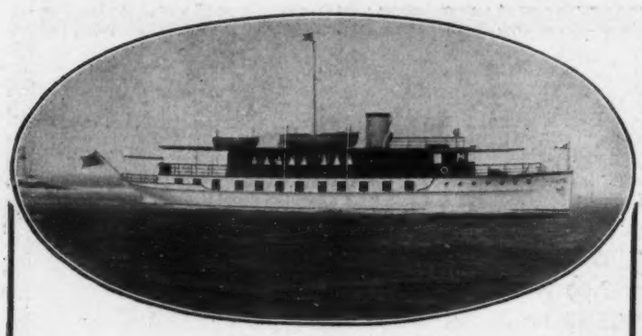

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FRONT *and* ERIE STREETS
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The Cruise of the *Diablesse*

(*Continued from page 40*)

wattled fences like those of the village, to keep out the half wild cattle which we saw from time to time, always at a distance. We passed a number of natural depressions known as "slabs," carefully lined with flat rocks, where water collects in the rainy season, making drinking places for the stock. And it is here, when the stock is at its best, that the round-ups are held in true Western fashion, the "critters" being sold on the hoof to bidders from Antigua.

We now met the main road and for the first time literally came into view of the town where two whites and 800 descendants of the Codrington slaves all lived within its walls, just as the people of Barbuda had done ever since the days when the Caribs were still a menace.

In one of the wider lanes — called an avenue by way of distinction — we encountered a wedding procession well calculated to impress both visitors and natives alike with the importance of the principles and their next of kin. Sauntering, nay dawdling in advance, and with studious deliberation as though to bask as long as possible in the ecstasy of their prenuptial prominence, came the groom and bride — for here woman still is the weaker vessel performing the hard manual labor which her master scorns. And he was a handsome fellow of the stuff of which head waiters are made, in full panoply of dress suit, white weskit with lower button negligently loosed and traversed by a black silk watch ribbon — no display of vulgar gold here — wing collar with correctly made-up white bow; the whole topped by a plug hat of virgin glossiness in befitting though distant *entente cordiale* with the patent leather boots which sheathed his feet as though they had been poured in and allowed to set. It almost pained one to contemplate those boots, yet with what haughty dignity did they spurn the humble earth of Codrington, hard packed by the horny soles of the low *polloi!*

The afternoon was passed in riding about the surrounding country while the mate lay *perdu* from an attack of fever, and towards evening we sat down for the last time to the bounteous board of our hosts. Once more we climbed aboard the long wagon, loaded with presents — a haunch of venison, some guinea fowl, a high-backed tortoise to be killed some day for soup, and baskets of limes and vegetables, besides half a dozen live chickens to replenish our empty coops. Noble return for the bread we had cast upon Barbuda! As we put off the beach, we bade a reluctant goodbye to Sutherland, in the night as we had met him, and were soon aboard our little schooner which had been waiting for us like a patient tethered horse.

Before we turned in we ransacked the ship for newspapers and magazines which we tied up around a bottle of wine from Martinique. In the morning, while the mate ordered preparations for getting under way, Wadsie and the skipper rowed ashore and hid the bundle near a certain tree by the road. On the rosy sands we found a message written the night before, "Goodbye and luck to *Diablesse* and her crew!"

Sail was already made when we returned aboard and hoisted in the dory, and as we catted the anchor the young trade began to edge us out into the Caribbean. Slowly Barbuda slipped back over the horizon and broke up, bit by bit, till we could make out only the small speck that was the Martello tower — our first and last glimpse of the island — then it, too, became indistinguishable. Barbuda would become a memory, brought back as we sat down to venison at noon, and kept very much alive by the tortoise who clumped curiously about the deck. Make soup of him? Lord no! We named him Lindsay and kept him for a pet and when we took to land living again, used him for a door stop.

(*To be continued*)

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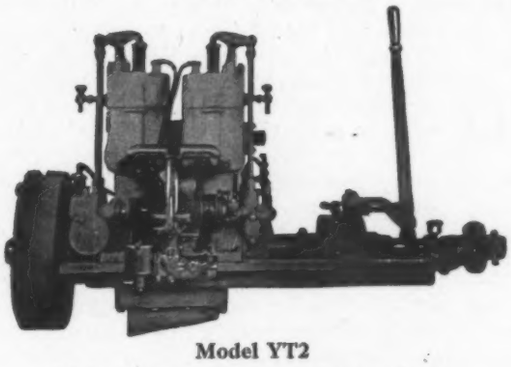

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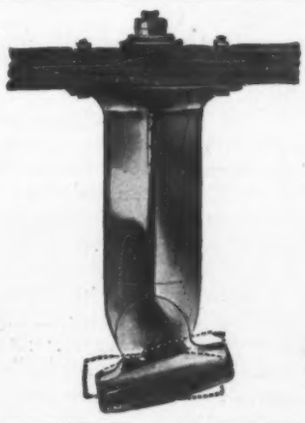

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AMF STANDARD
The QUALITY PUMPS

One Way to Build a Model Yacht

(*Continued from page 48*)

of Paris into which I poured my four pounds of melted lead, plus a little more for waste in fitting. I cast two long thin bolts in the upper surface of this to use in fastening it to the model. When it was filed up to a smooth fair surface I removed a corresponding amount of the wood keel and attached the lead in its place. I drilled holes to take the bolts up through frames in the inside of the model and drew the nuts up on these (see Fig. 2). The keel was solid. These bolts I used were the kind that are used on some makes of oil-stoves and were six inches in length and one-sixteenth in diameter. The boat now got three coats of Valspar inside to protect the glue in case some water should leak in. The deck was fastened on with glue and nailed with the brads and she was ready for the paint job. Three coats of color and a coat of Valspar gave a mirror-like finish and the hull was done.

The rudder was made of a one-sixteenth brass plate soldered to a stock made of a heavy steel knitting needle. A hole was bored through the hull and out through the deck large enough to take a piece of small copper pipe in a driving fit. This pipe made a good bearing for the rudder stock and prevented any water finding its way inside the hull. The stock was bent over just above the deck to form a tiller (see Fig. 4). The mast step was made of a piece of oak three-quarters of an inch in diameter which was driven through a hole of like diameter in the deck and stepped in a shallow hole in the bottom of the boat. This is shown in Fig. 3. Thus no water could leak into the hull through the mast step. Remains the rigging.

The question of a mast received careful consideration. Wood to be strong enough to last among active children would have to be so large that it would be too heavy. I worried over this for days and then came a happy thought. I resurrected an old steel fishing pole and found that the third joint was just the thing. A bit limber, perhaps, but very strong and light. I soldered two small copper wire eyes to the top of it to take the shrouds and put it in place.

We sneaked down to the river by a back way, fearful lest the little yacht prove a failure. She was launched with scant ceremony, her sheets were belayed and her rudder adjusted at what seemed a proper angle. We were discussing the set of the sails when a sudden puff of wind caught her and she headed up the river. I started my wife in pursuit in a rowboat and I ran up the bank to retrieve her if she came ashore. My wife could not catch her and I believe the yacht would have been going yet if she had not become entangled in some eel-grass on the channel edge. I was by this time surrounded by a swarm of small boys who asked countless questions but, strange to say, none of them wanted to race her.

Cutting the Cost of Yacht Insurance

(*Continued from page 44*)

particularly in engine room, galley and cockpit, make favorable impression on any surveyor. Likewise fire buckets, *but only when kept filled!*

The above ought to serve as a fairly good guide covering essential points, but if there be any doubt the owner, if not already well advised by an experienced and reputable architect or builder, would do well to have his plans, or his boat, checked up and passed upon, at comparatively small expense, by one, or by a surveyor, so that his investment may not some day have been in vain. The difference between the thoroughbred and the mongrel boat is reflected in the price one has to pay. The thoroughbred meets the stiff requirements of the underwriters, whereas the boat, cheaply built, by an unreliable builder, costs high for both upkeep and protection, if indeed the latter is at all obtainable.

CABIN CRUISING YACHTS

32-foot, 38-foot and 45-foot from standardized designs. With different types of cabins and accommodation with detail to suit the purchaser.

SPECIAL SIZES AND TYPES DESIGNED AND BUILT TO ORDER

Write us for what you want in a Yacht or Boat and we will send you proposal

THE A. G. CUTHBERT CO., Sandusky, Ohio

CUTHBERT YACHTS Have Been Successful For 67 Years

Class R Sloop ARDETTE
DONALD H. COWL, Owner CHAS. D. MOWER, Designer

Ratsey & Lapthorn
Sailmakers
City Island, New York City
Telephone: City Island 1013-1243

SANDS N.Y.

MARINE PLUMBING and SPECIALTIES

are designed and constructed to give satisfactory service year after year. Proof of this is the number of fixtures sold 35 years and more and still giving real service to their owners.

Plate F-1040—The "Florida" pump water closet, vitro-adamant oval pedestal bowl, **four-inch** combined supply and waste pump; Sands patent safety supply foot valve, and patent backwater check valve; pump finished white enamel with nickel-plated trimmings. Mahogany seat and cover. Cast iron white enameled base plate **$145.00**

Plate F-1041—Same with cellu-white seat and cover. Add **$4.50.**

Space occupied, 24" x 23½". Supply, 1"; discharge, 2".

Use "Sands" Seacocks
Correctly made and with Drain Plugs in body.

SEND FOR CATALOG NO. 50

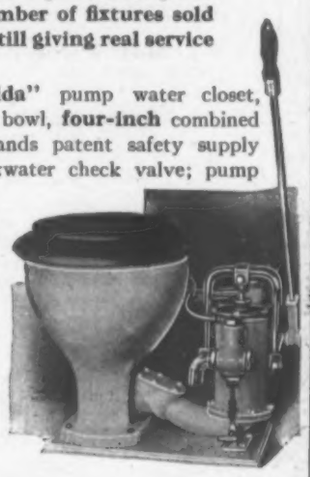

Plate F-1040 (Patented)
Pump Closets **$38.75** and up

A. B. SANDS & SON CO.
22-24 Vesey St. New York, N. Y.

Cap'n Allswell says:
"It takes Columbians to make a boat beat its own record!"
(Write for propeller information)

The Columbian Bronze Corporation, 236 N. Main Street, Freeport, L. I., N. Y.
New York City Sales: 44 Third Avenue

COLUMBIAN *Bronze* PROPELLERS

ESTABLISHED 1847
ANNIN & CO.
LARGEST FLAG HOUSE IN THE WORLD
FLAGS OF EVERY DESCRIPTION
99-101 FULTON STREET, NEW YORK PHONE, BEEKMAN 1847

New York Galleries, Inc., Decorators

Yacht Appointments of Distinction

FURNITURE DECORATION
LIGHTING FIXTURES

New York Galleries
INCORPORATED
Madison Avenue, 48th and 49th Streets

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FLORIDA

SET a course from any point on the Atlantic seaboard for Jacksonville — and then into the famous St. Johns River, the Nile of America — for one hundred and ninety-eight miles of subtropical scenery — to this warm welcome haven for winter watersportsmen on beautiful Lake Monroe. To a magnificent yacht basin and important inland port.

On land — every sport and civic feature. New lakefront tourist hotel. Golf. Band concerts. Sound, substantial investments. Good highways and railroad service.

For information and booklet, address

SANFORD CHAMBER OF COMMERCE

The Last Voyage of the *Northern Light*

(*Continued from page 35*)

house with capstan bars on shoulders in an attempt to excite enough of the crew to make a mass attack. By morning all was quiet again, though things had taken on an ugly look. The captain decided to take quick action. In this he had to act virtually alone for his mates, though loyal, had not much moral force or determination, and the trouble aboard had to be dealt with in no uncertain way. Mr. McLean and the two other mates, fully armed, went forward and summoned Slater aft. Here he gave a defiant answer when questioned as to why he had broken arrest and made an attempt to incite disorder among the men.

"Put him in irons," ordered the Captain. At the sight of the steel Slater turned and bolted off the quarter-deck shouting, "I'll see you damned first." He was followed along the main deck by two pistol shots, which both missed, for he was used to the game and ran zig-zag.

The afterguard were then told to go forward again and locate him. The Captain intended to go alone and get him, or rather to shoot him on sight, for that is what it would have amounted to. Instead of that, Slater was brought aft again and ironed to a ring bolt at the after hatch, while Dimmock, the carpenter's mate, took his measure for a leg shackle, which held him until the end of the passage, 53 days later. So the *Northern Light* came nearer to backing her main yard for a funeral than a general mutiny — but that was not the fault of the gang who had lost their leader.

Without further incident, tragic or otherwise, we arrived in New York spick and span and in much better condition than when we had sailed out through Long Island Sound bound for the East, eighteen months before. But the Stars and Stripes were already on the wane from the seas, and the proud fabric of spar and sail known as the *Northern Light* found waiting for her a foreign flag and a foreign name.

Many New Yachts Building in New England Yards

(*Continued from page 36*)

Champlain. The corporation is also turning out a 72-foot express cruiser for Fred Lovejoy of Detroit from designs by John H. Wells, which will be powered by two Speedway 150 h.p. motors.

In the same shop are building three 68-foot express cruisers, one for Charles Morse, a Boston banker, another for Robert Treat Paine, 2nd., also of Boston, and a third for Arthur N. Peck of New York. They will all have 225 h.p. Sterling engines.

A 65-foot V bottom express cruiser is also being built for Nelson Doubleday of New York which will have two 300 h.p. Sterling engines.

The G. Lawley & Son Corp. has started a fleet of 38-foot motor boats for stock. These will have trunk cabins for four people, a galley, toilet and 100 h.p. Scripps engines. They will speed up to 15 knots and will be ideal for southern waters.

Staples and Johnson, of Biddeford, Me., are engaged on four large craft, all from designs by Ralph E. Winslow, of Atlantic, Mass. One is a 68-foot house boat, of the same type which Mr. Winslow designed for G. G. Etherington, of Portland, last year. This boat is for a well known New York yachtsman, and will have a 125-h.p. Murray and Tregurtha engine. Another is a day cruiser with a 200 h.p. Sterling engine for a Boston yachtsman, while a third is a 38-foot auxiliary schooner for J. O. Williamson, of Chicago, for use on the Lakes.

Yacht brokers in Boston report a lively demand for shallow draft motor boats for use in Florida waters, and a number of the summer fleet have changed hands this fall and will start south at once.

SOME NEW YACHTS

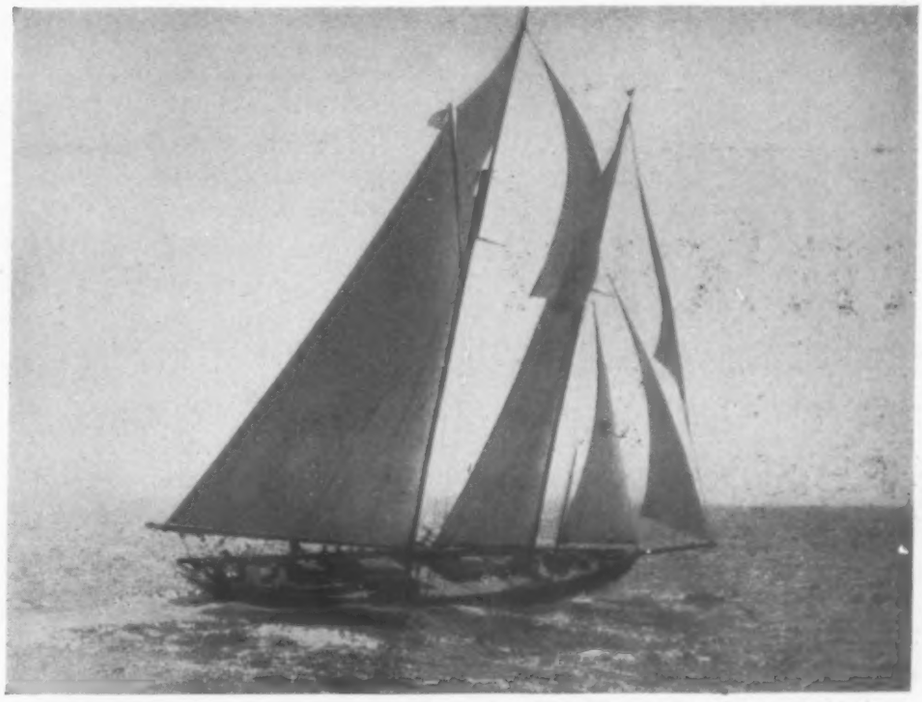
Cruising—Power—Racing

Turned Out by

JOHN G. ALDEN, N. A.
BOSTON, MASS.

IN looking back over the yachting season of 1925, one is struck by the frequency with which Alden-designed yachts have attracted public attention. Distinguished in every fleet by their handsome and able appearance, they have had unusual success wherever they have raced and, more often than not, have been the leaders at the finish line. A few cases in point may be cited:

In the long ocean race from Larchmont to Gloucester five out of the first six yachts to finish were designed in our office, and they took four of the five first prizes given. Of eight starters in the schooner class in the long Chicago-Mackinac race, the only two to finish were Alden-designed. A yacht of our design won second place from sixteen starters in the Bayside-Block Island Auxiliary Race. In the Eastern Yacht Clubs ocean race from Marblehead to Rockland, Maine, *Nahma* beat *Malabar VI* for first place by just five seconds, both being from our boards. Other club cruises show many first prizes for Alden yachts.



DISCOVERER — 84 feet overall; 60 feet waterline; 4-Cylinder Sterling Trident Engine. Designed and built for Joseph Pulitzer, Esq.

On Lake Ontario the Class R racer *Rogue*, designed in 1917, is still the queen of her class, and in the Chicago Yacht Club races on Lake Michigan *Tomboy* (ex-*Opechee*) proved a consistent winner throughout the season.

More than 130 Alden-designed boats were built in 1925, 43 of these being cabin craft. While most of these were for use on the North Atlantic coast, Florida, the Pacific coast, Norway, England and Spain will have new yachts from the board of J. G. Alden this year.

The design, supervision and equipment of so many successful yachts requires a large force of able and efficient assistants, yet every step of the work has Mr. Alden's personal supervision. He is constantly over the drafting boards in order that no drawing shall be called complete until he has passed approval on ALL its details.

On the following pages of this section will be found plans and pictures of many Alden boats, together with announcements of many of those firms who have helped to make the finished product the "last word" in yachts of this type.

Adventurer, a fast auxiliary well known on the Sound

ADVENTURER

is a type of cruising schooner proving very popular on the coast and Great Lakes, wherever they are sailed. This one is equipped with 4-cylinder Scripps motor which gives a speed of about 6 miles per hour under power alone. She is 52′ 3″ long, by 38′ w.l. by 12′ beam and 7′ 4″ draft. The records show that many of these yachts actually appreciate in value during the first two years or so.

The new Charles River Basin Class

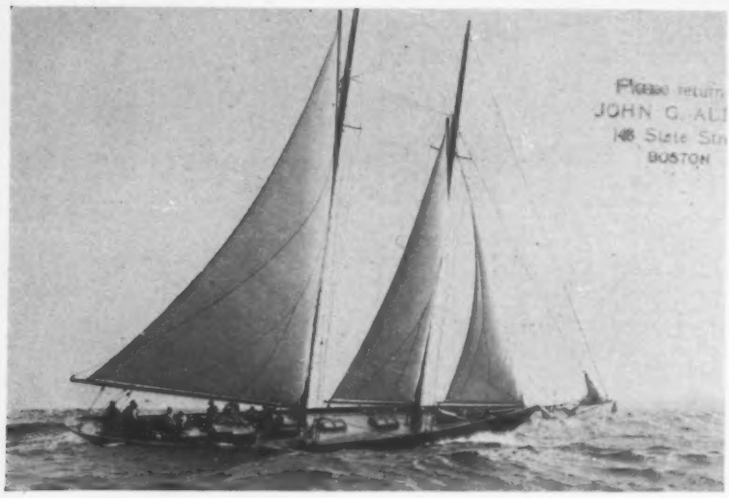
CHARLES RIVER BASIN CLASS

This new class for sailing on the Charles River Basin, Boston, have given their owners a lot of sport in sailing and racing, almost in the heart of Boston, where they are being kept in the water until the ice comes in the fall. Seven of these little 15-foot overall knockabouts are in commission and are attracting a lot of attention. They are a fine little craft for the moderate price of $500

Voyager, a small auxiliary with ample accommodations for four

VOYAGER

is an excellent example of one of the smaller Alden Schooners. She can be run without a paid hand and has ample accommodation for four to cruise comfortably. Her dimensions are 36′ 3″ x 28′ 5″ x 10′ x 5′. She is able enough to go anywhere and is a smart sailer. Her engine is a 2-cylinder Red Wing. Just the thing for the cruising man who wants the best of her type at a moderate cost.



(*Left*) *CHAUVE SOURIS*

68′ 8″ x 49′ 6″ x 15′ 6″ x 8′ 10″. A comfortable offshore cruiser, fast under power or sail.

SACHEM II

58′ 6″ x 42′ 6″ x 13′ 6″ x 8′ 2″. First to finish in Larchmont-Gloucester Race. A fast, able auxiliary with berth for seven aft.

THE MOORING
BLUEHILL, MAINE

I would like to express once more our complete satisfaction with the Troubadour in every way. It is enough to say that were she to burn tomorrow I would have you start work on another from the same plans for me without a single change in rig or cabin arrangement.

Sincerely yours

Melville H Haskell

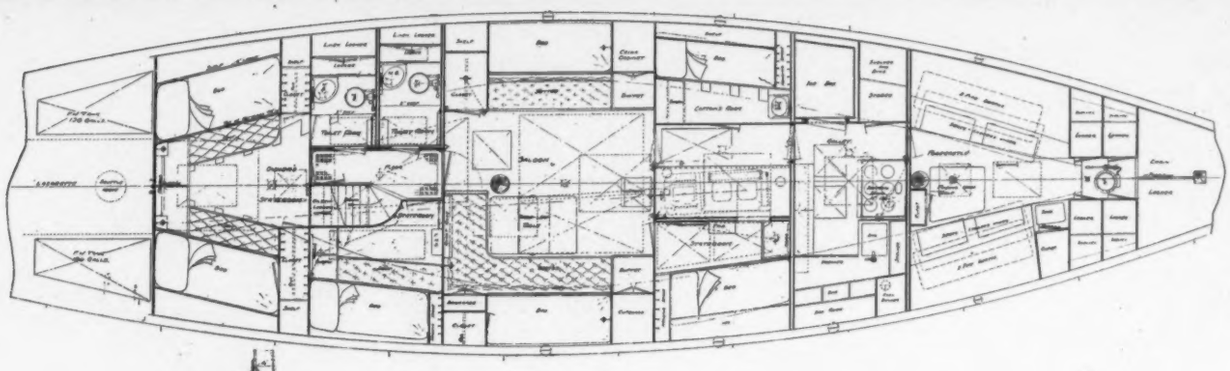
A note of appreciation from Mr. Haskell

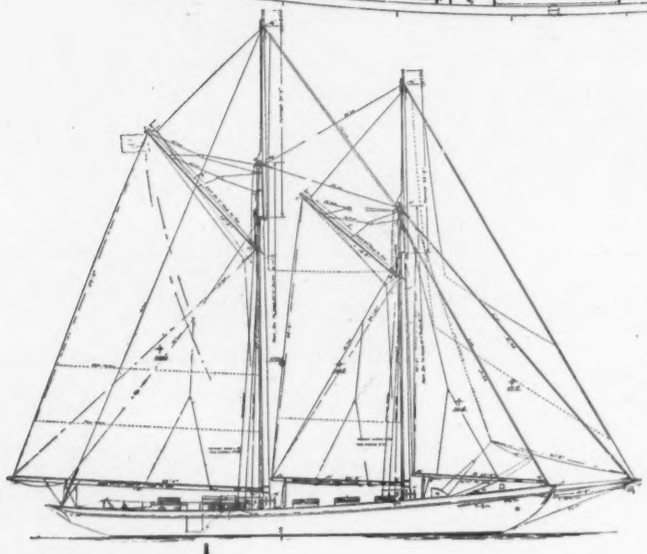
DORESS

One of the fastest *R* boats on Long Island Sound.

(*Left*) *NAHMA*

45′ x 31′ x 11′ 3″ x 6′ 5″. Winner of YACHTING trophy in Larchmont-Gloucester Race.





Offshore Cruiser

HERE is a heavy offshore schooner, designed by John G. Alden for Dr. Henry Lloyd, of rugged construction with sound-proof bulkheads and all down to the minute equipment.

This boat is 80′ overall, 60′ on the waterline, 18′ beam and 10′ draft, equipped with a six-cylinder Red Wing motor and extra large tank capacity for both gas and water.

The accommodations provide a double stateroom aft with two additional single staterooms, berths for four in the main cabin and two toilets, all in the owner's quarters. In addition to the two berths in the forecastle, the captain has a stateroom of his own just off the engine room and aft of the large galley.

The quarters throughout are roomy and more than the usual amount of locker space is provided, as it is expected that the boat will go on some extended cruising.

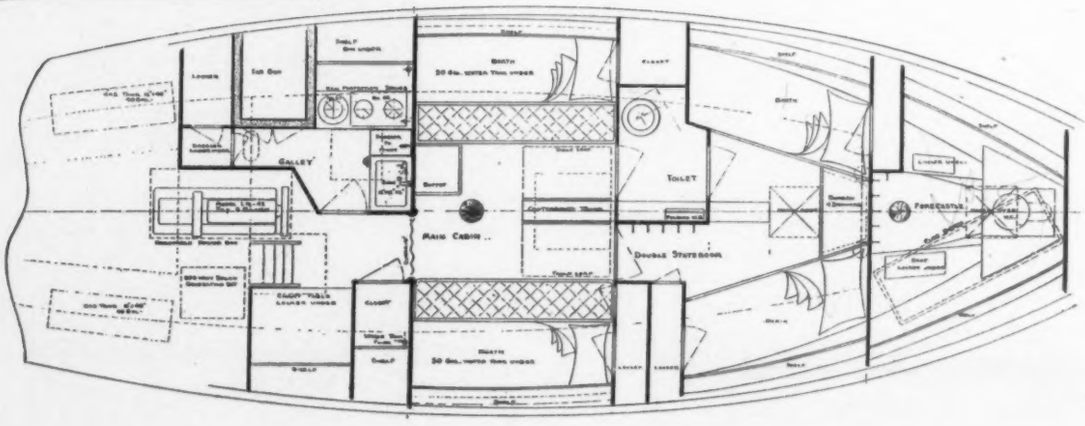
A Cruiser for Shoal Water

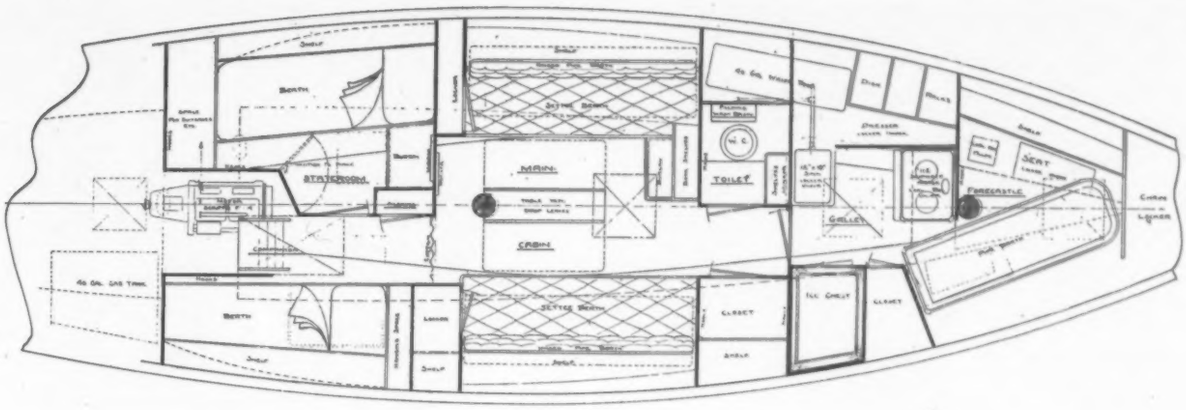
IN the last two years there has been a demand for an able boat that could, in addition, visit those beautiful-though shallow-harbors that we used to know so well.

Here is a boat designed by John G. Alden for just this service and she is now building in Florida for a Florida owner. Though of odd proportions in a present day fleet, she is a good looking boat and will give a good account of herself.

She is 45′ 1″ on deck, 35′ 3½″ on the waterline, 13′ 6″ beam, 4′ draft and with 9500 pounds of outside ballast, will be a powerful model. Her power plant is an LN–42 Fay and Bowen which should drive her about seven miles an hour.

She has a roomy galley aft with a chart table near the companionway, two berths in the main cabin and a double stateroom forward. The forecastle, containing one berth, is separated from the rest of the quarters by a solid bulkhead.





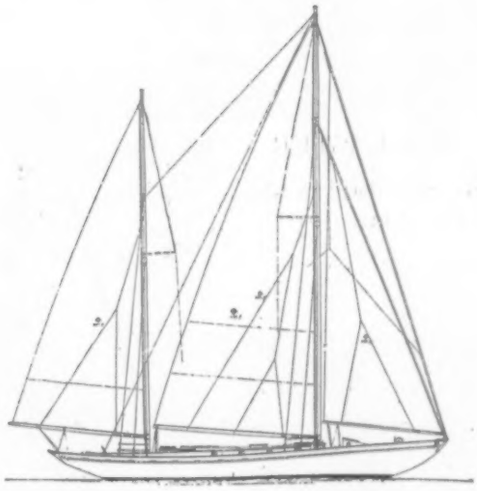
"Malabar" Model 1926

THE first "MALABAR," commissioned in 1921, is still a first class boat. Herself a development, the model has been modified and improved through the building of some thirty boats of this size. The plans herewith show the last word in this popular size vessel. Eight boats are now building for early spring delivery and a few of them are still available for purchase.

The new boat is 43′ 1″ overall, 32′ 6″ on the line, 11′ 6″ beam and 6′ 4″ draft, sleeping four in the main cabin, two aft and one in the forecastle. Ample galley, toilet and locker space is provided.

Her F–4 Scripps Motor will give her a speed of about eight miles under power.

A Knockabout Ketch

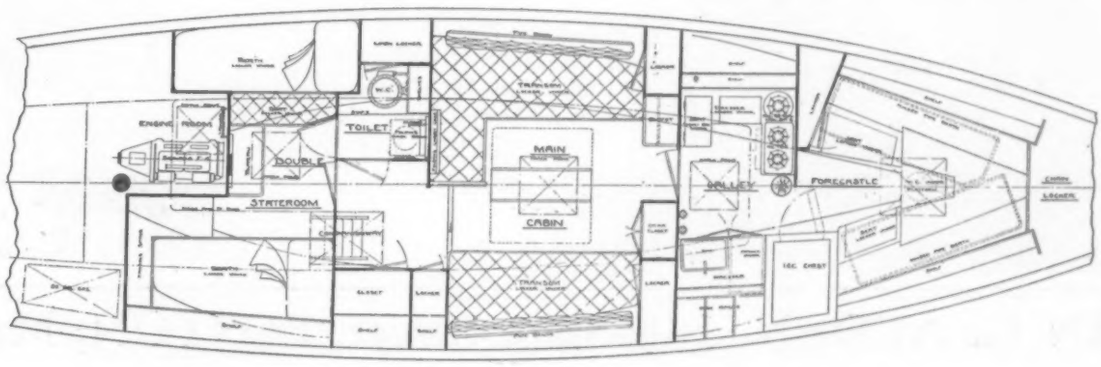


THESE plans show another of Mr. Alden's able cruisers. It will be hard to find a rig more simple, easy to handle and efficient than this knockabout ketch, (a development of the "POLLY II" and "MATINICUS," built in 1925).

With her overall length of 54′, waterline length of 38′, 12′ 6″ beam, 7′ 4″ draft and 15,000 pounds of outside ballast, a powerful and able model is assured and her four-cylinder 15–40 Scripps motor should drive her at about seven miles an hour.

The arrangement provides a double stateroom aft, a large and airy main cabin with four berths, more than the usual galley space and two berths forward, with the engine in a separate compartment. There is full headroom throughout the quarters.

Two of these boats are now building for early spring delivery.



SEADRIFT

84′ 8″ x 60′ x 20′ x 9′ 6″

Steel schooner built in England in 1924, now in the United States, on her way to the Carribean, with over 7000 miles to her credit.

MALABAR VI

52′ 2″ x 38′ x 12′ x 7′ 4″

This boat and four duplicates (MYSTIC, TROUBADOUR, HEATHER and ADVENTURER) have made themselves famous.

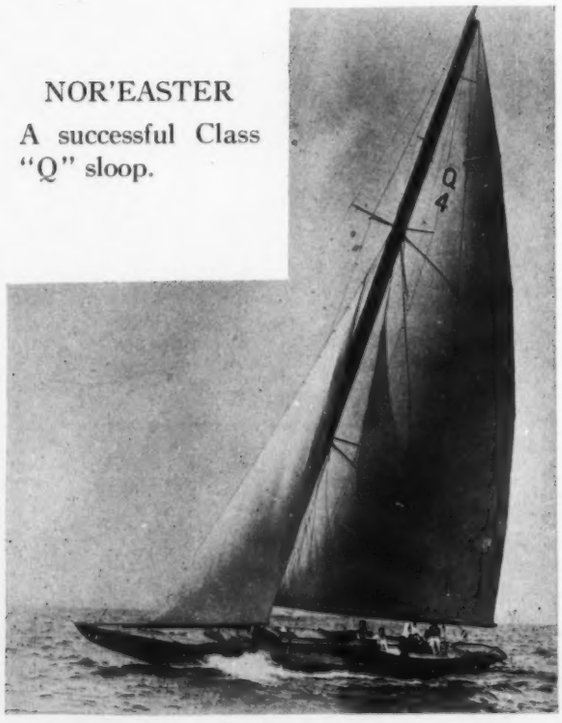
The following are some of the many yachts built from the designs of John G. Alden

SCHOONERS

SEAWARD	NOOMA	WHITE SQUALL
AMORILLA	SEADRIFT	PANCHARA
WENDAMEEN	BEACON ROCK	MALABAR II
JEANNETTE	DISCOVERER	MALABAR III
ELLIDA	ANONTA	MALABAR V
MARY ROSE	ALCA	SACHEM II
VOLANTI	RADIANT	PRIVATEER
NORSEMAN	DAMARIS	MALABAR VI
GILFAN	HARLEQUIN	HEATHER
PRIMROSE IV	BLACK DUCK	MYSTIC
DISCOVERY	(EX. MALABAR IV)	TROUBADOUR
SUNBEAM	FAIRMAID	ADVENTURER
HILDA	WILLIWAW	HEART'S DESIRE
YVONNE	MARY ANN	ALLANA
RUSALKA	BLUE WATER	PICAROON
VOYAGER	ELIZABETH	

NOR'EASTER

A successful Class "Q" sloop.

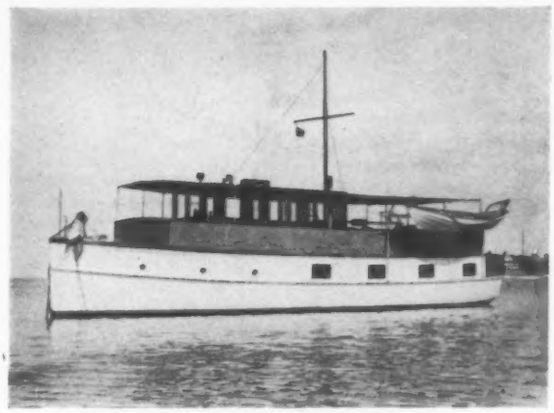


NIRVANA II

37′ x 28′ 5″ x 10′ x 5′ 9″

A successful auxiliary ketch with accommodations for six. Eight of these boats are building this year.

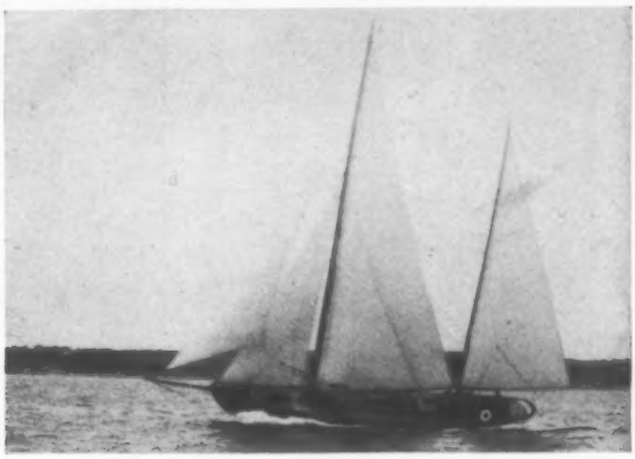
JOHN G. ALDEN, 148 State Street, BOSTON, MASS.



PANCHARA II

52′ 9″ x 15′ x 3′ 9″

A cruising houseboat with large and comfortable quarters for eight and the crew.



MATINICUS

51′ x 37′ 6″ x 12′ 6″ x 7′

Cruising auxiliary ketch, sleeps four in main cabin, two in stateroom, two in forecastle.

Also the following yachts and power boats

YAWLS and KETCHES

Pieces of Eight	Solita	Cygnet
Matinicus	Nahma	Hermita
Polly II	Felisi	Laura
Nirvana II	Anna A	Tautog
Sea Dog	Dawn	

POWER BOATS

Panchara II	Grosbeak	Esmonda
Peto	Faith	Katherine
Islander	Pitpen	
Polly	Kinkora	

"R" BOATS

Doress	Sari	Alastor
Barbara	Alimi	Goblin
Marianna	(Ex Pam)	Lillian E
Rogue	Tomboy	Angela
Yank	(Ex Opechee II)	Francesca

And many others.

FAITH

77′ 6″ x 76′ 2″ x 13′ 6″ x 8′ 11″

Commodious and able Mianus Diesel-engined cruiser.

ACTAEA

29′ 5″ x 23′ x 9′ 8″ x 4′ 11′

One of the seven MALABAR JRS. built in 1925. An able little auxiliary cruiser for two or three.

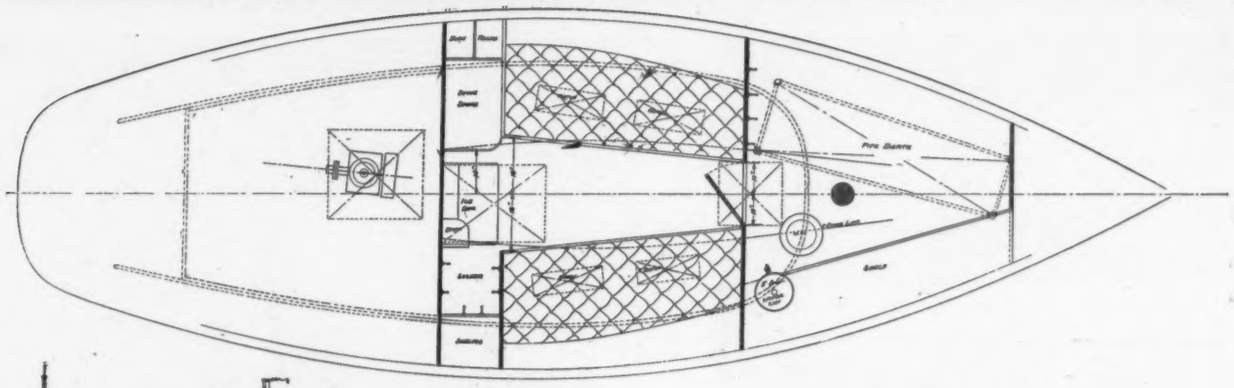
BLUE WATER

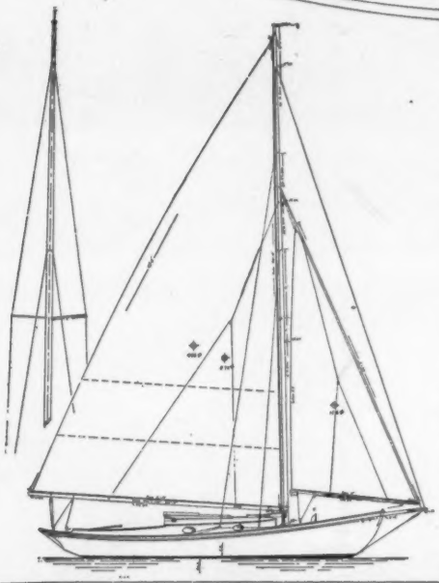
55½′ x 42′ x 14′ 2″ x 7′ 6″

A fast and able cruising schooner with accommodations for nine and the crew.

JOHN G. ALDEN, 148 State Street, BOSTON, MASS.

SAILING YACHTS — ALDEN DESIGN — POWER YACHTS





The New "Malabar Jr."

SEVEN able little boats (developed from the famous Friendship sloops), were built last year from the "MALABAR JR." design and between them successfully covered several thousand miles of blue water. Able as they were, the model has been improved and enlarged somewhat.

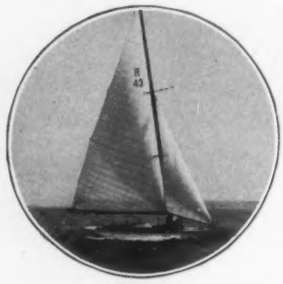
The accommodations are ample in every way for three people and the boat is surprisingly fast for her type, both under sail and power.

The power plant is a 6–8 h.p. Hartford two-cycle engine with a Noyes-Thompson feathering propeller, giving a speed of about six miles.

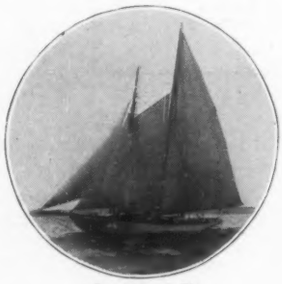
The new boats are 30′ overall, 23′ 3″ on the waterline, with a beam, extreme, of 9′ 8½″ and a draft of 4′ 11″.

Six "MALABAR JRS." are now building and three are still available, with either gaff or Marconi rigs.

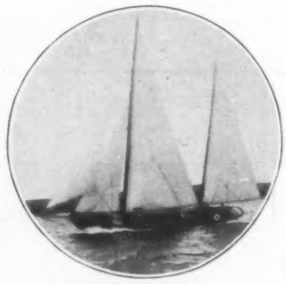
Malabar VI



Doress



Sachem II



Matinicus

ALL FINISHED WITH **SMITH'S**
Varnish, Yacht Black and Other of Hard Fossil Gum Products

Nor'Easter

October 28, 1925.

Gentlemen:

Enclosed find list of some of the yachts built this year from my plans, on which your products were specified and used as well as on my own yachts for the past two years.

These products have been so satisfactory in both finish and wearing qualities, that I shall continue to both use and specify same.

Yours very truly,
(*Signed*) JOHN G. ALDEN

SMITH'S MARINE FINISHES

Established 1827 — FOR EXTERIOR & INTERIOR — *Established 1827*

EDWARD SMITH & CO.

SIXTH *and* SEVENTH STREETS *at* WEST AVENUE, LONG ISLAND CITY, NEW YORK

SAILING YACHTS — ALDEN DESIGN — POWER YACHTS

Above: Chauve Souris, a 69-foot auxiliary schooner built and owned by the Cumberland Shipbuilding Co. of Portland, Maine.
Right: Malabar VI, a 52-foot auxiliary schooner built by Hodgdon Brothers, East Boothbay, Maine, designed and owned by John Alden, Esq., of Boston.
Left: Mystic, a 52-foot auxiliary schooner built by Hodgdon Brothers for C. D. Mallory, Esq., New York.

These boats of ALDEN Design are HOMELITE equipped

HOMELITE
The Ideal Marine Light and Power Plant

Size: 21″ x 21″ x 14″.

Weight: 110 pounds.

Capacity: 600 watts, 12 volts, 32 volts or 110 volts.

Operates: Cabin, sailing and riding lights, bilge pump, electric appliances and water systems.

Runs on cheap fuel and may be used with or without batteries.

JOHN G ALDEN
YACHT BROKER AND NAVAL ARCHITECT
MARINE INSURANCE
148 STATE STREET, SUITE 818
BOSTON, MASS.

November 2, 1925

The Homelite Corporation
Grand Central Terminal
New York City

Gentlemen:

During the past three years I have used a great many Homelite sets for lighting purposes in my cruising and racing yachts of all types, and I have yet to know of a single instance where they did not give the utmost satisfaction. They take up so little room that they can be stowed away almost anywhere, and when in operation make very little noise.

I plan to use Homelite sets wherever possible on my new boats coming out in 1926.

Very truly yours

John G Alden

HOMELITE $195 f.o.b. factory
The Portable Electric Light and Power Plant

There is an excellent reason why Mr. Alden wrote this letter. — Because of its compact design, reliability and great capacity HOMELITE is the ideal lighting plant for all classes of boats — the great majority of designers, builders and owners recognize this fact. If your boat is not HOMELITE equipped, write for literature. We will be glad to arrange a free demonstration on board.

HOMELITE CORPORATION
Grand Central Terminal **New York City**

SAILING YACHTS — ALDEN DESIGN — POWER YACHTS

KELVIN & WILFRID O. WHITE CO.

112 State St., BOSTON — 111 Commissioners St. MONTREAL — 38 Water St., NEW YORK

Brass Skylight Shelf Binnacles

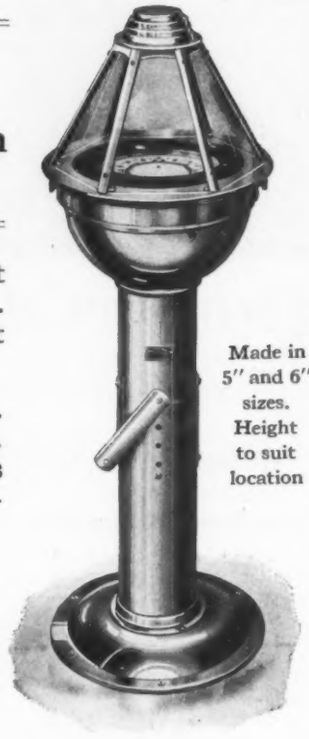
5″, 6″ and 7″ compasses with oil and electric lights. Sighting lines for quick bearings.

ALDEN

Uses These Binnacles On All His Boats

The Pedestal Binnacle on the right helped Malabar win all her races. Has a hurricane proof-oil light that will stay lighted.

It is arranged for compensation. Has sighting lines for quick bearings. Uses very little cockpit space. Is substantial, good looking and practical.



Made in 5″ and 6″ sizes. Height to suit location

OUR EQUIPMENT IS STANDARD

YACHT COMPENSATING BINNACLE

Made for 6″, 7″, 8″ and 9″ compasses. Fitted with magnet racks. Heeling magnet. Electric underlight. Globes and brackets fitted. Built in teak or mahogany. Well designed and well built.

Chelsea Clocks

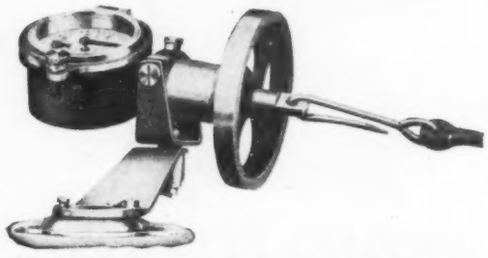
We carry a Complete line of these high grade clocks—

SHIP'S BELL
MARINE (time only)
DESK CLOCKS
CLOCK and BAROMETER SETS
ENGINE ROOM CLOCKS

PERFECT TIME KEEPERS
Will last a lifetime (and more)

See Our Exhibit
Space 79
At Motor Boat Show

Yacht Logs



THE WALKER EXCELSIOR
Built to Last • • Accurate

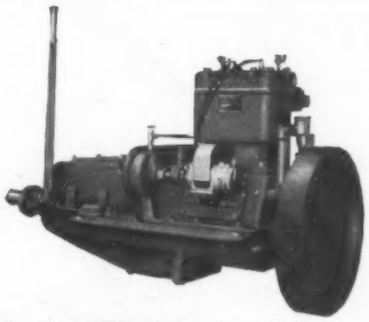
SAILING YACHTS — ALDEN DESIGN — POWER YACHTS

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

36-foot schooner "VOYAGER" which finished second in field of 16 starters in the 250-mile Bayside-Block Island Auxiliary Race August 7 and 8, 1925.

The "VOYAGER" is an Alden designed Schooner powered with a Model KK 7-8 h.p. double cylinder, four-cycle Red Wing THOROBRED marine engine. Owner, W. B. Lockwood, Pittsburgh, Pa.

ALDEN DESIGNED CRAFT AND RED WING ENGINES— A WINNING COMBINATION



The Model KK 7-8 h.p. two-cylinder four-cycle, THOROBRED whose economical efficiency drove the "VOYAGER" into second place. Over 40 hours running on 25 gallons fuel. Bore 3¼", stroke 4¼". Regularly furnished with built-in Paragon reverse gear, Bosch high tension magneto ignition and detachable cylinder head.

ALDEN boats have stood for advanced and correct designing for a great many years. In the engine field THOROBRED motors have likewise won absolute confidence through years of adherence to high standards of manufacture. No wonder that the combination of Red Wing engines in Alden boats give so much of satisfaction and perfect service. Recent Alden boats to be Red Wing equipped are the schooner "Malabar III," the ketch "Outlaw," the sloop "Westerly," the power boat "Starfish," and the power launch of the "Discoverer." The 80-foot overall schooner "Hardy," now building, is equipped with a Big Chief, while its tender is to have a Baby Doll motor. Many Alden boats now building have contracts calling for Red Wing power plants.

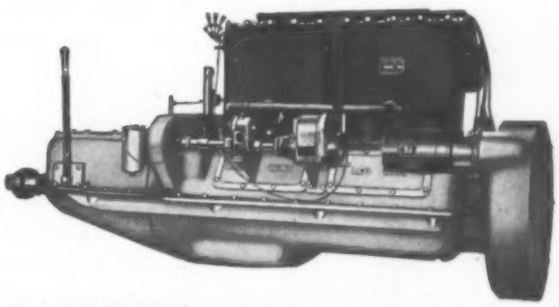
The same THOROBRED engine reliability which goes into so many of the Alden boats, can also be yours. There is a model exactly suited for your boat, be it runabout, tender, fishing or commercial boat, cruiser or auxiliary. May we send you full details? Write us today.

A RED WING FOR EVERY TYPE OF BOAT: 11 SIZES FROM 4 TO 150 H.P.

Model K 4–5 h.p. 1 cyl. 3¼ x 4¼
Model KK 7–8 h.p. 2 cyl. 3¼ x 4¼
Model D 10–14 h.p. 4 cyl. 2¾ x 4
Model AA 18–24 h.p. 4 cyl. 3¼ x 4¼
Model F 28–36 h.p. 4 cyl. 4 1-16 x 5
Model B 32–40 h.p. 4 cyl. 4½ x 5
RED TOP 40–50 h.p. 4 cyl. (high speed) 4½ x 5
BIG CHIEF 50–60 h.p. 4 cyl. 5 x 7
BIG CHIEF SPECIAL 75–90 h.p. 4 cyl. 5¾ x 7
BIG CHIEF SIX 85–110 h.p. 6 cyl. 5 x 7
BIG CHIEF SPECIAL SIX 110–150 h.p. 6 cyl. 5¾ x 7.

Medium heavy duty or high speed types
All four cycle

COMPLETE DESCRIPTIVE CATALOG ON REQUEST



The "BIG CHIEF" four-cylinder four-cycle motor for cruisers and commercial boats. Medium heavy duty or High Speed. Two sizes: BIG CHIEF 50-60 h.p. with bore of 5", stroke 7"; BIG CHIEF SPECIAL 75-90 h.p., bore 5¾", stroke 7". Unit power plants with enclosed Paragon reverse gear, double ignition, complete pressure oiling system with oil pump submerged in oil yet easily accessible, removable cylinder heads, and a 2¼" FIVE bearing crank shaft with over 140 square inches of main bearing area. These famous power-plants now being brought out in six-cylinder types also.

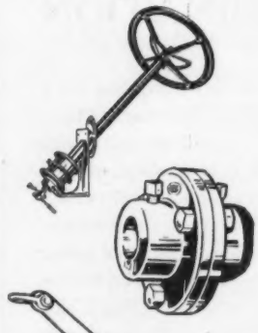
RED WING MOTOR CO. DEPT. "Y" RED WING, MINN., U. S. A.

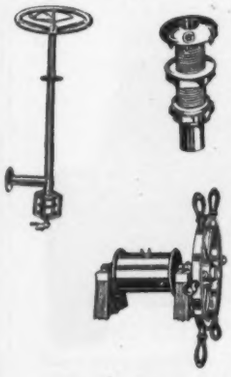
SAILING YACHTS — ALDEN DESIGN — POWER YACHTS

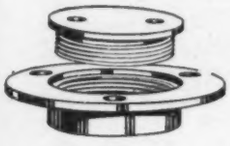
ADVENTURER—*Designed by John Alden*

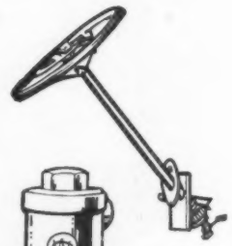
Dependable Marine Hardware from

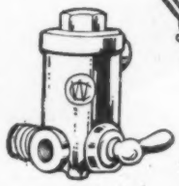
WILCOX, CRITTENDEN











W C Dependable Marine Hardware is used on John Alden designed boats because it is *dependable;* and because, in workmanship and finish, it is in keeping with the best in the boat builder's art.

Experienced architects, boat builders and seasoned boat owners *know* that good fittings *pay.* That is why so many of them insist on W C Marine Hardware.

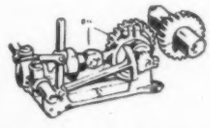
W C Marine Hardware has been the standard of dependability since the days of fast clippers and stately square riggers. It is sold by most good outfitters and accessory stores. *Demand W C Dependability.* If your dealer cannot supply you, write us, and we will put you in line.

Get This Book *of* Helpful Hints *for* Boat Owners

"Sea Craft Suggestions and Supplies" solves those daily "puzzlers" that few know how to handle. Tells how to Box the Compass; what is Proper Ground Tackle; gives hints on Steering Gear, etc.; describes W C Dependable Marine Hardware; tells uses. Compiled from 75 years' experience in making marine fittings. 50c prepaid.

WILCOX, CRITTENDEN & CO. (Established 1847)
10 South Main Street, Middletown, Connecticut
World's largest manufacturers of Marine Hardware

TRADE MARK



COUSENS & PRATT

SAILMAKERS

SCHOONER *MALABAR VI*

Owned by John G. Alden, Esq. Designed by John G. Alden
Sails made by COUSENS & PRATT

✣✣✣

Mr. Alden specified COUSENS & PRATT Sails for his own Schooner, the *MALABAR VI,* as well as for many of his other designs.

✣✣✣

COUSENS & PRATT Sails were specified for *MALABAR I, MALABAR II, MALABAR IV, MALABAR V,* and *MALABAR VI* — all yachts designed by Mr. Alden for his personal use.

COUSENS & PRATT

493 C Street . . . **BOSTON, MASS.**

TORREY
WATERTIGHT PORTLIGHTS

MORELIGHT STYLE

IMPROVED OVAL STYLE

Furnished With or Without Screens

MORELIGHT STYLE SCREENS CAN REMAIN IN POSITION WHEN LIGHT IS CLOSED

SACHEM II — *Designed by John G. Alden*

ALDEN YACHTS

(Built in 1925)

EQUIPPED WITH TORREY PRODUCTS

Schooners

SACHEM II
MALABAR VI
TROUBADOUR
MYSTIC
HEATHER
ADVENTURER
SAGAMORE
PRIVATEER

Sloops

QUERIDA
LITTLE WARRIOR
RHODA
KAPPI
MOLLY-O
WAMAWA
LASCAR

Ketches

POLLY II
MATINICUS
NIRVANA II

TORREY ROLLER BUSHING WORKS

136-144 COMMERCIAL STREET , , BATH, MAINE

SAILING YACHTS ALDEN DESIGN POWER YACHTS

SACHEM—58 ft. over all, fast cruising schooner. But one of the many Alden successes rigged with Wamsutta.

"Best of its kind obtainable"
says John G. Alden

WHEN Wamsutta Yacht Duck first slid down the ways Captain Alden tested it thoroughly and found it good. His report ended:

"A yachtsman may anticipate added pleasure every time he hoists sails (of Wamsutta) in knowing that he has the best article of its kind obtainable."

Wamsutta Yacht Duck is closely woven from the finest Egyptian cotton, and before it goes to you it is carefully seasoned. Prolonged tests show that it holds its shape and gives you the maximum driving power and long life.

For samples write to your sailmaker or our distributors

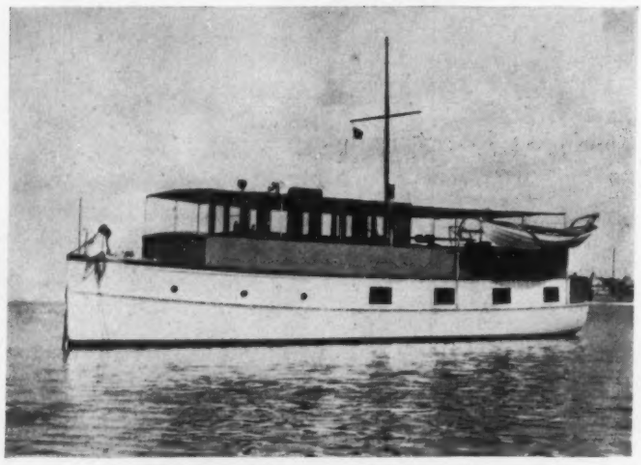
HOWE & BAINBRIDGE
220 Commercial Street Boston, Mass.
Made in All Weights for Boats of Every Size.

WAMSUTTA YACHT DUCK

Made in America for American Yachts

WAMSUTTA MILLS, New Bedford, Mass., *Founded 1846.*—RIDLEY WATTS & CO., *Selling Agents,* 44 Leonard St., N.Y.

Hyde Turbine Type Propellers and Windlasses



Power Houseboat
Panchara II

Owned by
Ledyard W. Sargent, Esq.

Designed by
John G. Alden

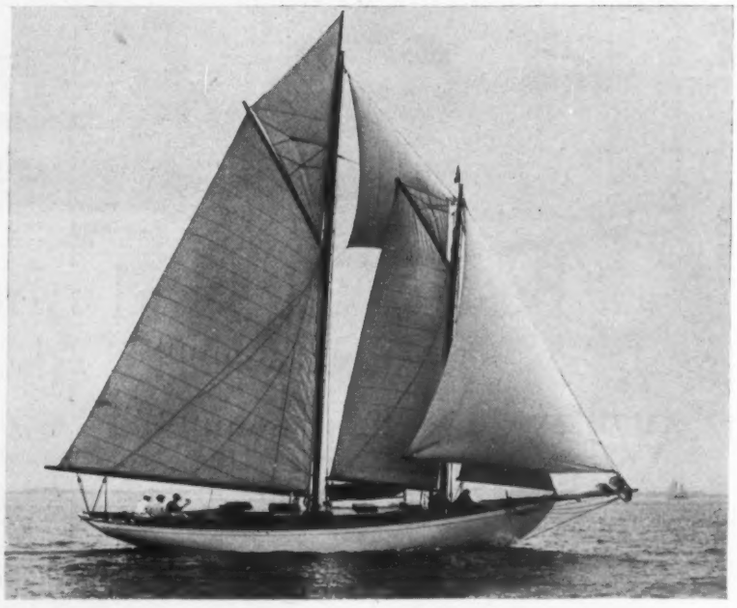
Equipped with
Two Hyde Turbine Type
Propellers

Auxiliary Schooner
Adventurer

Owned by
A. E. Whitney, Esq.

Designed by
John G. Alden

Equipped with
Hyde Windlasses



HYDE PRODUCTS are used on the great majority
of Alden Designs

HYDE WINDLASS COMPANY ... BATH, MAINE

Scripps

Ideal for Auxiliary Service

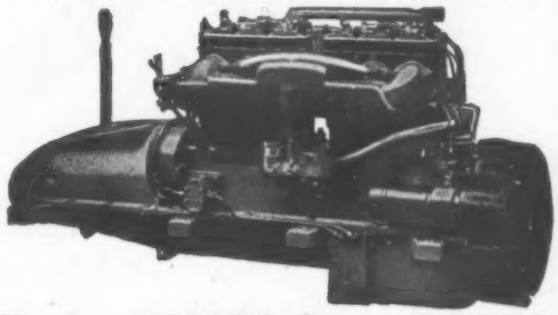
MR. ALDEN'S preference for SCRIPPS power equipment is due to the especial fitness of the SCRIPPS engine for this particular service — tremendous power in compact form — rugged construction, large crankshafts, liberal bearing areas — also the fact that the lubrication is by an automatic pressure system requiring minimum care and attention, and a special type of oversize gear that has an absolute neutral and a reverse of 90%.

Boat builders in general know the value of SCRIPPS reputation in making their boats saleable and guaranteeing proper performance and service. A background of 20 years' experience devoted exclusively to the manufacture of fine Marine motors is your greatest assurance. The product has always been conceded the highest rating by authorities everywhere and the service policy of the House back of the motor is reflected in the following from Mr. C. E. Heckle, Jr., Memphis, Tennessee:

> "I want to take this opportunity of expressing my feelings toward the Scripps Motor Company. The performance of the runabout powered with one of your F-4 motors, of course elects favorable commendation from everyone. That is not unusual. What impressed me most of all though is the courteous attention and thorough consideration of owners after the installation."

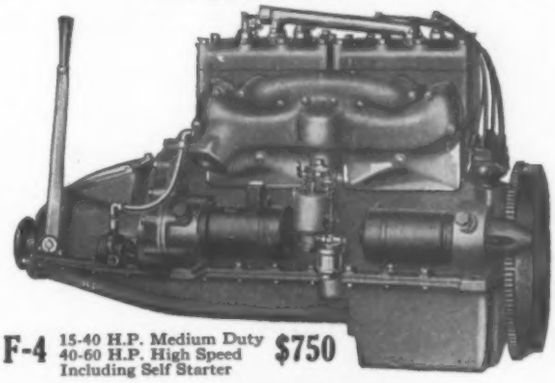
There are SCRIPPS engines for almost every type of boat; runabout, speeder, cruiser, auxiliary, or commercial craft. The 1926 models are in production and the prices are strikingly reasonable.

D-2 10-12 H.P. Medium Duty, 15-18 H.P. High Speed, Including Electric Starter — **$650**

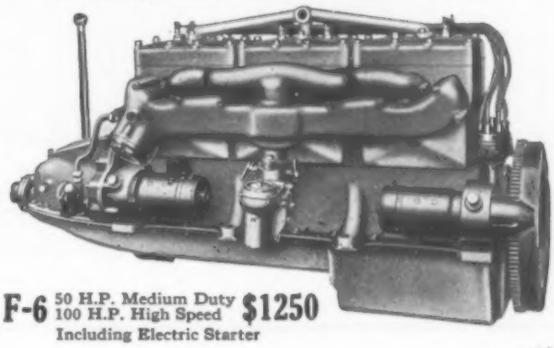


E-4 30-45 H.P. Medium Duty, 45-70 H.P. High Speed, Including Electric Starter — **$1250**

E-6 40-60 H.P. Medium Duty, 65-100 H.P. High Speed, Including Electric Starter — **$1750**



F-4 15-40 H.P. Medium Duty, 40-60 H.P. High Speed, Including Self Starter — **$750**



F-6 50 H.P. Medium Duty, 100 H.P. High Speed, Including Electric Starter — **$1250**

SCRIPPS MOTOR COMPANY

5833 Lincoln Avenue , Detroit, Mich.

The LAUGHLIN trademark on any item of Marine Hardware is evidence of its origin and its quality.

Whatever you may require in Marine Hardware, LAUGHLIN makes it and your dealer can supply it.

Appreciating the origin and quality of the products of the THOMAS LAUGHLIN COMPANY, Mr. Alden has used LAUGHLIN Marine Hardware on the following yachts of his design:

MALABAR VI	*HEART'S DESIRE*	*RHODA*
TROUBADOUR	*POLLY II*	*KAPPI*
SAGAMORE	*MATINICUS*	*ACTAEA*
MYSTIC	*NIRVANA II*	*WAMAWA*
HEATHER	*LITTLE WARRIOR*	*LASCAR*

The Laughlin Trade Mark:

Since 1866, a recognized stamp of quality, correctness of design and integrity of value. Wherever Marine Hardware is sold or used, the name LAUGHLIN is well and favorably known. The LAUGHLIN line is complete and includes practically every Marine Hardware article you may require from anchors to stern lights.

These products are representative of the progressive efforts of this Company to augment its most complete line of staples with such new items as are worthy of recommendation. Wherever you make your purchase look for LAUGHLIN name or trademark as assurance of quality.

The Thomas Laughlin Co

MARINE HARDWARE — WIRE ROPE FITTINGS

DROP FORGINGS

Portland Maine

BURROWS

American-Made Yacht Sails

Doress

Owned by Robert Law, Jr., Esq. Designed by John G. Alden. One of the fastest R Boats on the Sound. Canvassed 1925 with BURROWS SAILS.

Sachem II

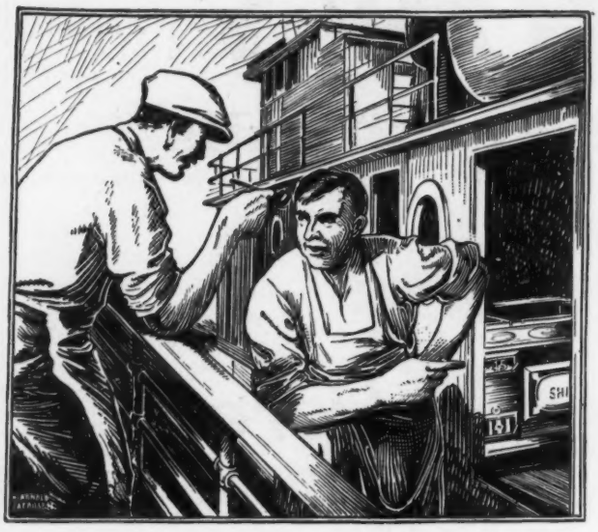
Owned by Rowe B. Metcalf, Esq. Designed by John G. Alden. First to finish, Larchmont-Gloucester Race 1925. Canvassed 1925 with BURROWS SAILS.

GEO. R. BURROWS, Inc., 2 South St., New York City

Cable, "BURROSAILS" New York

Telephones: Bowling Green 9062, 9063

SAILING YACHTS — ALDEN DESIGN — POWER YACHTS



1st Steward: "You have a SHIPMATE Range, I see, same as mine."

2nd Steward: "Yes, you'll find 'em everywhere. Do the SHIPMATE people make all the galley ranges?"

1st Steward: "Oh no; they don't claim to have the monopoly. Any captain can buy a different range if he wants to, but darned few want to."

2nd Steward: "If a captain's thinking of buying anything but a SHIPMATE he'd better talk with his steward first."

* * * * *

John G. Alden has found by long experience that the right range for the yacht's galley is the SHIPMATE.

SHIPMATES

are made only by

THE STAMFORD FOUNDRY CO.

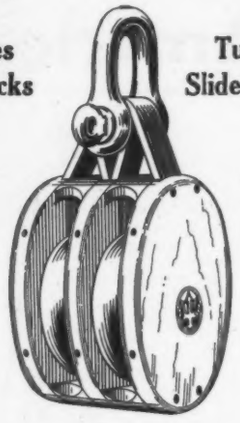
STAMFORD, CONN.

Established 1830

YACHT·BLOCKS

Winches
Gooseknecks

Turnbuckles
Slides and Track



Alden-designed boats are always equipped with Merriman Blocks

MERRIMAN·BROS

185 Amory Street, Boston, Mass.

"1925"

ALDEN YACHTS EQUIPPED WITH GOBLET BRONZE

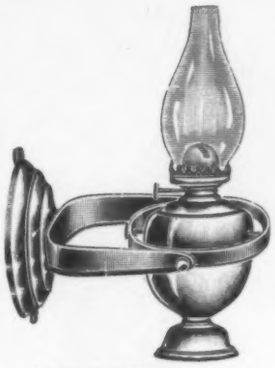
Ball Valve Toilets

Malabar VI. Troubadour. Mystic. Heather. Heart's Desire. Polly II. Matinicus. Nirvana II. Little Warrior

Manufactured by

WM. H. GOBLET, 1189 Bay St.

Rosebank, S. I., N. Y.



Double Swing Cable Lamp

NATIONAL MARINE SAILING LIGHTS *and* CABIN LAMPS

Chosen for twenty-one ALDEN Yachts

These yachts, all built during 1925, include *MALABAR VI*, *SACHEM II*, *MYSTIC*, *MATINICUS*, *PANCHARA II*, and *ADVENTURER*.

These lights are approved types and are more efficient than other makes. All equipped with our TRIPLEX LENS, the most powerful Fresnel lens made.

Triplex Anchor Light

Single Wall or Bulkhead Fixture
Ediswan base receptacle

Stiff Bracket Lamp

Write for Catalogue

The National Marine Lamp Company
Forestville, Connecticut

QUALITY and DURABILITY

THE materials used by us are selected not only for their excellence of quality but for their unusual durability as well.

It is for this reason that Mr. Alden has specified FULLER-COBB-DAVIS upholstery work on almost all of his designs, among which are the following:

SACHEM II	*RHODA*
MALABAR VI	*ACTAEA*
MYSTIC	*POLLY II*
ADVENTURER	*MATINICUS*

We can, of course, use any material which is specified. Our workmanship is of the best. Our facilities are sufficient for completely furnishing yachts.

FULLER-COBB-DAVIS

SYNDICATE BUILDING ROCKLAND, MAINE

SAILING YACHTS — ALDEN DESIGN — POWER YACHTS

EDSON
STEERING GEARS

Will add to the APPEARANCE and MAKE the STEERING of your BOAT a Satisfaction and PLEASURE

- Several styles adaptable to various designs of boats.
- Brass Stand or Binnacle Steerers for Power Yachts.
- Relief and Combination Steerers for Auxiliaries.

Send for Catalogue "M"

CILLATING"
ive—Efficient
MR. ALDEN on his and other designs.

EDSON MANUFACTUR .PORATION
ESTABLISHED 1859

Main Office and Works: **375 BROADWAY, BOSTON, MASS.**

NEW YORK: 7 Water Street — Exhibiting at the BOAT SHOW—*Space No. 56*

THE THOMPSON AUTOMATIC FEATHERING PROPELLER

November 5, 1925

NOYES MACHINE CO.
Front Street, Portland, Maine

Gentlemen:

I have used **THE THOMPSON AUTOMATIC FEATHERING** propellers on about eighty per cent of the auxiliary sailing craft which I have turned out in the past three years, and without exception they have given the utmost satisfaction.

The speed under power has been most satisfactory, and the propellers have always feathered. I consider this most important to the proper performance of any auxiliary, and there is the greatest difference in the performance of the boat under canvas.

I intend to use your propellers wherever possible on my new work.

Very truly yours,
JOHN G. ALDEN

The Thompson Automatic Feathering Propeller made by the Noyes Machine Co., South Portland, Maine, is the original and should not be confused with any other propeller that may bear the name Thompson.

Let us give you further particulars

NOYES MACHINE COMPANY
Front Street, South Portland, Maine

THE following yacht builders are among those whose ability and hearty coöperation have contributed much to the success of Alden yachts:

Reuben Bigelow
N. Blaisdell & Sons
Britt Bros.
Burger Boat Co.
George L. Chaisson
Dachel-Carter Co.
Dauntless Shipyards, Inc.
Harvey Gamage
Greenport Basin & Construction Co.
Herreshoff Manufacturing Co.
Hodgdon Bros.
Geo. Lawley & Son Corporation
Luders Marine Construction Co.
Chas. A. Morse and Son
Henry B. Nevins
F. F. Pendleton
Franklin L. Post
Rice Bros.

Wilson & Silsby, *Inc.*
Sail Makers
ROWE'S WHARF
BOSTON, MASSACHUSETTS

B. T. DOBSON
Naval Architect, Yacht Broker, Marine Insurance
New Bedford, Mass.
DESIGNER OF SAILING CRAFT, AUXILIARIES AND POWER YACHTS.

S. S. CROCKER, Jr.
Naval Architect
YACHT BROKER AND MARINE INSURANCE
333 Washington St., Boston, Mass.
Telephone Main 0385

Tel., Lombard 2072 *Cable Add.*, "Murwat"
J. MURRAY WATTS
Naval Architect and Engineer
Yacht and Vessel Broker
OFFICE:
136 South Fourth Street, Philadelphia

GORDON MUNROE
NAVAL ARCHITECT and YACHT BROKER
MUNROE MOTOR SAILERS
66 Grampian Way :: Boston 25, Mass.

YACHT BUILDING
REPAIRS
Marine Railway
DAUNTLESS SHIPYARD, INC.
ESSEX, CONNECTICUT

T. B. F. BENSON
NAVAL ARCHITECT and YACHT BROKER
167 Younge Street
Toronto, Ontario
Cable Address: "Bingley," Toronto

THOMAS D. BOWES, M.E.
Naval Architect and Engineer
Offices: Lafayette Building
Chestnut and Fifth Streets
PHILADELPHIA, PA.

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Bell Telephone Company, extensions	2,000,000
New Buildings in the Miami zone, 1925	100,000,000
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Total	$474,405,000

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(Continued from page 50)

vided just abaft this bulkhead which catches all the oily water, and after five months' use not a trace of oil can be found in the main bilge of the boat. A good sized rotary pump is used (No. 5 Blackmer, plain not geared, made by the Blackmer Rotary Pump Co. of Petrovski, Michigan). This pump is connected by means of a three-way cock, to two suction pipes, one to each pump well and discharges into the engine exhaust pipe which makes it impossible for any of the oily water from the engine room to get onto the outside of the hull.

In addition to the rotary pump I have a very simple device which makes any one of my watercloset pumps available as a bilge pump. These pumps are of quite large capacity and capable of handling considerable water. All that is necessary is a suction hose with one end shaped to make a tight fit in the bottom of the closet bowl. The other end of the hose is then put in the bilge water and the pump is ready to operate.

I have found this device very useful in rough weather, when it would have been awkward if not dangerous to operate the usual type of pump on deck, while with this attachment the cook easily cleared the boat of water without leaving the cabin. Such an attachment only costs $5.00 to $8.00 according to the length of hose needed. The hose can be prepared at the factory of any good manufacturer of rubber hose. Another advantage of this arrangement is that you can place the hose in the lowest part of the bilge when the boat is heeling and get the last drop of water.

There are two heavy copper oil storage tanks, each of 150 gallons capacity, and one 10-gallon copper service tank arranged for gravity feed to the engine. The exhaust pipe is 3" seamless copper tubing, and the stern tube, propeller shaft and propeller are of bronze, thus giving little iron or steel in neighborhood of the compass, which is set in the after end of the cockpit floor. The design of the compass setting is very rugged and has proved most satisfactory. The detail is shown on drawing No. 24. When not in use, and always in harbor, the compass is kept covered with a rubber mat which protects the glass from scratches.

Boat Chocks: Considerable study was given to these, first, to make them very strong and to permit of quick lashing and quick release with everything readily removable to give a clear deck if desired when at anchor. The detail is shown on drawing No. 33.

It will be noted that the screw plates which are almost flush with the deck and are the only obstructions when the chocks are removed, are themselves bolted through both the deck and a deck beam, each by 2½" dia. bronze bolts. It should also be noted that the chocks for the sailing dinghy on the port side are so designed as to fit and hold the boat either right side up or bottom up.

Boom Crotches: The importance of a well-fastened boom crotch for off-shore work cannot be overestimated. This boat is rather small for a permanent "horse" so I designed the detail shown on drawing No. 34. The metal work consists of manganese bronze castings, each with bronze bolt passing through a deck beam and includes a bronze plate to take the downward thrust of the end of the crotch, thus protecting the canvas covered deck from being chafed. The books on the ends of the legs of the crotch are galvanized steel forgings.

Water Tanks: Galvanized iron is not very satisfactory for holding drinking water so I provided copper tanks coated with tin on the inside. Pure drinking water stored in these will remain clear as crystal indefinitely. The total capacity is 287 gallons.

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Water Breakers: Here I have followed exactly the detail given by Claud Worth on page 63 of *Yacht Cruising*. The capacity of each breaker is 14 gallons. It is made of heavy canvas 14 inches square by 16 inches deep. Worth's description is as follows:

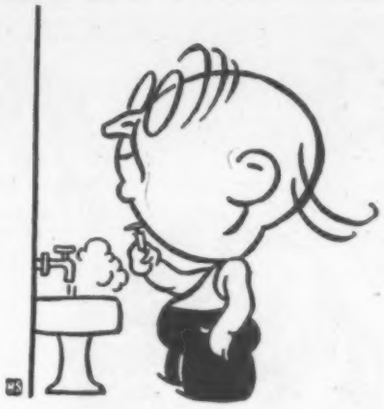
"The most convenient 'breakers' for boating off water from the shore are canvas bags, 14 inches square at the bottom and 16 inches high, each holding about twelve gallons. In the top is a canvas pipe, 3½" in diameter and 8" long. This is folded over and tied with string when the 'breaker' is full. Rope slings pass under the bag and come up on each side to form beckets. The breakers are made of stout cotton 18-inch sail canvas. The four sides are in one piece so that only one seam is needed here. Then the bottom is put in. The top has to be put in with the edges of the canvas standing up, but that does not matter. In making a seam one edge of the canvas is laid over the other overlapping about an inch, *just as if one were about to gum two sheets of paper together;* then they are joined together by three lines of sewing. The smallest possible needle should be used. Made in this way the breakers lose almost no water. If the order for them be given to a sailmaker without special instructions as to the seams, he will make them as he would a sail bag, with the holes and the breakers will leak. The breakers are of a convenient size for two people to carry easily with a dinghy paddle thrust through the beckets. Where the breaker can be filled in the dinghy with a hose, watering is only a one-man job, for the breakers are easily lifted aboard the yacht by the anchor burton, jib halliards or davit tackle. Unlike wooden breakers, one can carry any number of them, for when dry they take up so little room."

Two men using oars for carrying sticks can quite comfortably handle one of these bags full of water, they may be loaded into a varnished dinghy without in any way injuring the varnish and when not in use are dried out, rolled up and stowed away in a very small space. They are invaluable when it is necessary to go to a well for water, and the leakage is negligible.

Centerboard Casing Construction: In the old days when nearly all American yachts had centerboards this paragraph might have been superfluous. The detail shown on drawing No. 4A was shown in Commodore Munroe's detail. According to Mr. John Brown of A. C. Brown & Sons of Tottenville, S. I., the builders, it was developed by them, many years ago, when their father was alive and at the time they were building centerboard yachts for both Munroe and Cary Smith. The main point is that the bed pieces which form the base or foundation of the centerboard casing are rabbetted clear through the keel, to which they are bolted every sixteen inches by bronze bolts extending way through the garboard plank and clinch ringed on each end as shown. This not only makes a very strong construction but leaves all the caulked seams where they are readily accessible when the boat is hauled out.

Bronze Centerboard Shoe: (See drawing No. 19.) This is an important detail supplied by Commodore Munroe. Owing to its sturdy construction the board may be dropped two or three feet below the keel when in shoal waters and used to give warning of shallow spots — even bumping along over coral does it no harm.

The uses to which Munroe puts the centerboard, although doubtless well known to old centerboard men, were a revelation to me. For instance, in running up to a dock with say 5 to 8 feet of water alongside the board is dropped on the bottom to check her headway quickly and she is also anchored by the board at a safe distance, perhaps 18 inches from the dock, thus making the use of fenders unnecessary. (*To be concluded*)



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FOR THE GUMS

More than a tooth paste—it checks Pyorrhea

The Star Gauge

(Continued from page 74)

love of heaven, don't tell 'em on the vessel—or they 'll only wait for a dark night to pitch me—"

He checked. Parsons stopped beside him and together they stared at something they could hardly believe. The schooner was underway.

With anchor a-trip, jib and foresail hoisted, and mainsail climbing aloft she was standing out to sea. Astern trailed the dory in which Capt. Burt had come ashore. At her wheel a man plucked his cap off and waved it in a gesture of derision. It was Adam, taking his revenge.

Captain Burt stood as if turned to stone. The enormity of what his crew did was less paralyzing only than his own helplessness to prevent it. Marooned, doubled-crossed, his ship stolen, and with her all hope of winning out—which a moment before had seemed so easy—it was no wonder that Burt Douglas uttered a groan of despair.

"She's going," cried Douglas in a choked voice. "The old girl's leaving me behind!" It was as if he could not believe his eyes.

Parsons nodded. "She sure is. How far off do you call her now?"

The skipper shrugged. "A thousand yards perhaps. What difference does that make—you can't stop her."

Fred Parsons did not answer, and Captain Burt's eyes were soon drawn back to his ship. She rushed seaward now with a white bone in her teeth.

All at once a sharp detonation smote the skipper's ears, so very sharp that for a moment his head fairly swam. His eyes, however, remained on the vessel. Then he saw the man at her wheel whirl twice around and fall.

"Hold still, Burt—" Parsons' voice reached him above the cataract in his ears. "Hold still. You're jarring the lintel, and I'm using it for a rest." Whirling about, Douglas saw his partner calmly sitting on a stool with the muzzle of his star gauge lying across a hand that grasped the frame of the door.

Meanwhile the schooner, pilotless, was rounding into the wind. Another man ran to take her wheel; but before he could reach it Parsons fired again, and this time Captain Burt saw splinters fly from the rail.

Captain Burt's long legs carried him swiftly to the beach off which his vessel had taken bottom. Parsons ran behind. "It's all sand there," he sang out; "she won't be hurt."

At the water's edge the skipper halted and bellowed for a boat to come ashore.

"Look!" exclaimed his partner, pointing to the west; "there's the smoke of the bark. Just time to load our stuff and clear out, if we hustle."

"Believe me, they'll *work*," said Captain Burt. Then in a different tone he added: "I'm one man short."

Parsons chuckled. "You mean the bird that was steering? I only winged him, that's all."

Upon his partner Captain Burt turned incredulous eyes. "Only winged him, my hat! How can *you* tell—at a thousand yards?"

For answer Fred raised the star gauge and stroked gently its telescopic sights. "Reckon I made a mistake leavin' this little toy on board; I'm glad you brought it back to me, after all."

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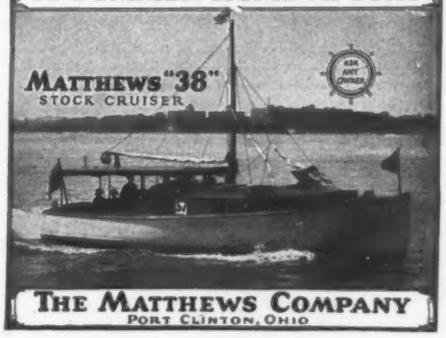

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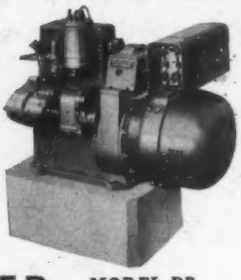

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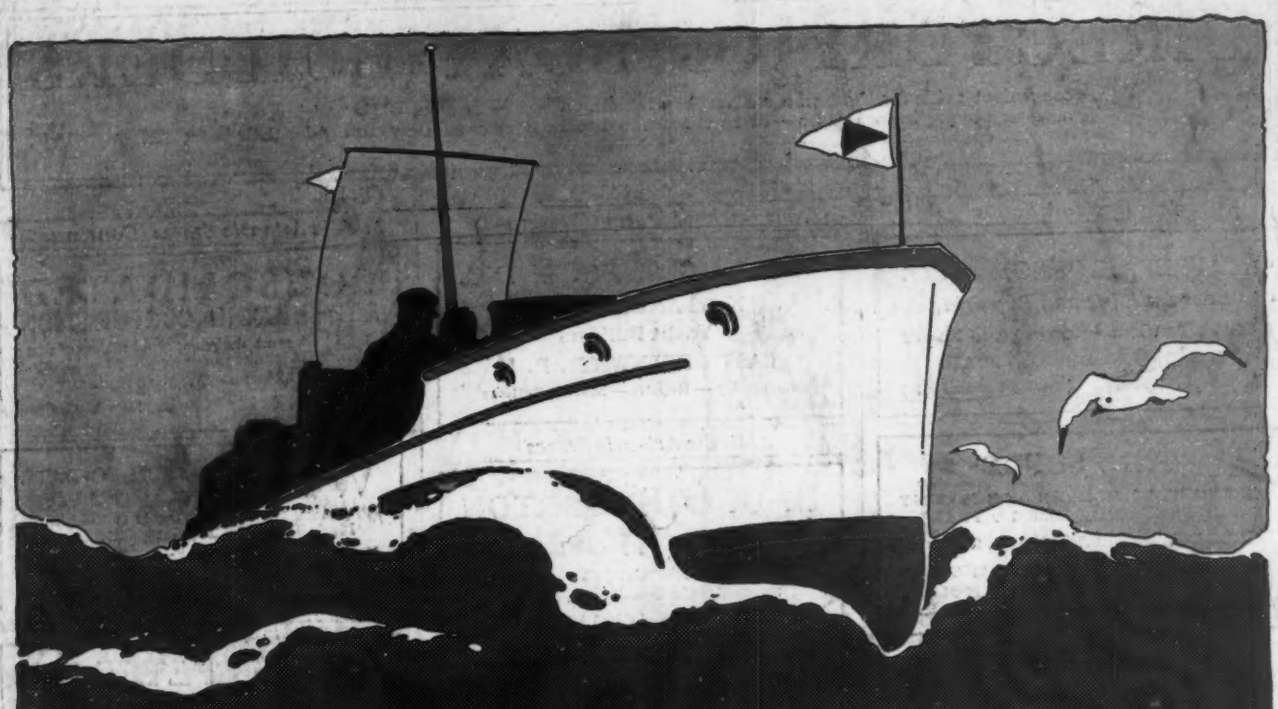

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